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MOSCOW WARNING TO MUKDEN.

CHANG HSUEH-LIANG'S LETTER-ANNOYS.

SITUATION FRAUGHT WITH GRAVE PROSPECTS.

INCREASED TENSION.

Moscow, Aug. 2.
The somewhat startling disclosure that Chang Hsueh-liang, the leader of the Manchurian Government, has been endeavouring personally to negotiate a settlement of the dispute over the Chinese Eastern Railway, with Moscow authorities, is made by the Foreign Commissariat, which today publishes the reply sent by M. Karakhan, the Vice-Commissar, to a letter from Chang Hsueh-liang received yesterday.

Change of Front Alleged.

M. Karakhan notes that the letter completely omits an earlier proposal by Mr. Tsai Tung-kan, the Chinese Foreign Minister, that the Soviet appoint the manager and the assistant manager of the Chinese Eastern Railway, and instead, contains a proposal for the liquidation of the present situation created by the violent seizure of the line.

M. Karakhan declares that the Mukden Government's new proposals are an obvious violation of the Peking-Mukden Agreements and, its own suggestion of July 25th.

Another Warning.

He declares that Chang Hsueh-liang's proposals disrupt a settlement of the dispute, which can only be effected through the acceptance of the Soviet proposals of July 25th.

This creates a situation fraught with the gravest possibility, the entire responsibility for which rests with the Mukden and Nanking Governments.—*Reuter.*

Safe Conducts.

Harbin, Aug. 2.
General Chang Hsueh-liang has informed the Nanking Government that as the result of an understanding between Mr. Tsai Yun-hsiang and the Soviet emissary at Manchuli, the Manchurian Government has agreed to give facilities to those Soviet Consulate officials still in cities in Manchuria who desire to return to Moscow.

The Chinese delegate was assured by the Soviet Consul at Manchuli that the Soviet Government in return will assure protection to the Chinese Consulate officials who intend to return to China from Russia.

Another Manchuli Meeting.

Mr. Tsai Yun-hsiang says he is to confer for a second time with M. Meinikov, who is now awaiting instructions from the Moscow Government. This second meeting will take place tomorrow morning, and in the evening Mr. Tsai will leave Manchuli for Harbin to report the result of the meeting to Mr. Chu Shao-yang, Nanking's emissary, who is now in Mukden.

In addition to a demand that all Communist propaganda works in China must cease, it is understood the Chinese terms will include the release of all Chinese steamers and Chinese immigrants seized by Soviet troops on the Amur, and in Russian cities.

It is understood that if the second meeting between Mr. Tsai Yun-hsiang and M. Meinikov proves to be successful Mr. Chu Shao-yang will visit Moscow at an early date to negotiate officially with the Moscow authorities. The final settlement of the dispute will, it is hoped, be reached there.

Japanese Precautions.

It is learned from an authentic source that Japan has further increased her troops in Manchuria. It is estimated that since the development of the Soviet-Chinese dispute, the number of the Japanese forces has been increased by 13,000.

The Nanking emissary, Mr. Chu Shao-yang, arrived at Mukden this (Continued on Page 7.)

GRAF ZEPPELIN IS GOING STRONG.

ALREADY PASSED THE AZORES ON ATLANTIC FLIGHT.

WEATHER IN FAVOUR.

London, Aug. 2.
The Graf Zeppelin is reported to be making excellent progress in her second flight across the Atlantic, and it is estimated that by midnight to-night the giant airship had completed more than half the journey from Friedrichshafen to Lakehurst Field.

A wireless message was picked up from the Zeppelin by the Casablanca station at 12.30 this afternoon. The message stated that the craft was then approximately 600 miles due west of Gibraltar and that all was going well.

At nine o'clock Greenwich Mean Time, the New York station picked up messages from the Graf Zeppelin showing that at that time she had already passed San Miguel in the Azores, and was "Going Strong."

Metecological reports show that the weather over the remaining stages of the Atlantic flight should be good.—*Reuter.*

MOSCOW ON LONDON RUPTURE.

BRITISH GOVERNMENT CRITICISED.

Moscow, Aug. 2.

"A repetition of what Sir Austen Chamberlain maintained for two years" summarises the Soviet Press comment on the rupture of the London negotiations.

The *Izvestia* says that Mr. Henderson made more determined demands than those accompanying recognition in 1924.

The *Pravda* expresses the opinion that Mr. MacDonald's and Mr. Baldwin's policies are identical.—*Reuter.*

THE MEDITERRANEAN BATTLE FLEET.

SUBSTANTIAL REDUCTION NOW DECIDED ON.

London, Aug. 2.
A substantial reduction in the Mediterranean Battle Fleet is announced by *Reuter's* correspondent at Malta, who states that the battleships Queen Elizabeth, Barham, Valiant and Malaya will join the Atlantic Fleet in November.

The *Warspite* will then become the flagship of the Mediterranean Fleet.

Reuter learns officially that the idea is to give the men more home service.

It is also pointed out that Malta Harbour is congested and that it provides the men with insufficient recreational facilities.—*Reuter.*

CHINESE MINISTER IN HONGKONG.

WIFE A DAUGHTER OF LATE DR. SUN YAT-SEN.

Arriving here last evening by the S.S. President Lincoln was Mr. E. S. Tai, Chinese Minister to Brazil, accompanied by his wife. Mrs. Tai is a daughter of the late Dr. Sun Yat-sen, and the couple are making a pleasure trip to Hongkong.

They will leave here for San Francisco on the S.S. President McKinley, and will then journey to their destination in Brazil.

REDUCING COSTS IN LANCASHIRE.

EMPLOYERS INVESTIGATING FINISHING CHARGES.

London, Aug. 2.
The Master Cotton Spinners' Federation has appointed a special committee for the purpose of securing a general reduction in finishing charges, which means the bleaching, dyeing, printing and packing trades are asked to modify their charges so as to bring the price of cotton goods down.—*Reuter.*

KIDNAPPING LAWS TIGHTENED.

PROTECTION FOR MUI TSAI PROVIDED.

EMPLOYERS EMPOWERED TO PROSECUTE.

50-YEAR-OLD PROBLEM.

The Gazette contains the draft of an Ordinance to amend the Offences against the Person Ordinance, 1865, which is shortly to be introduced in the Legislative Council.

It is explained that Section 45 of the Offences against the Person Ordinance, 1865, Ordinance No. 2 of 1865, makes it an offence to take away a child under fourteen, by force or fraud, with intent to deprive any parent, guardian, or other person having the lawful care or charge of the child or of the possession of such child.

In cases where a *mui tai* has been enticed away from her employer, and where the authorities have been satisfied that the motive of the kidnapper was not a benevolent one but the desire of gain, the prosecution have sometimes been met by the argument that the section does not apply because the mistress of a *mui tai* cannot be considered as having the lawful care or charge of the child.

Unsound Argument.

The Government has been advised that this argument is not sound, and that, though the employer of a *mui tai* has no right whatever of retaining possession of the girl as against the girl's

RESERVOIRS STILL FILLING.

Over Hundred Million Gallons Yesterday.

TOTAL OF 1,200,000,000.

The island reservoirs, benefited to the extent of over a hundred million gallons as the result of yesterday's heavy rains, which averaged about two inches in the reservoir area.

The total in storage this morning was in excess of 1,200,000,000 gallons, and it is anticipated that this will be increased over the week-end, as the intakes are still running freely.

parents or as against the girl herself, yet her care and charge of the child is not unlawful and may be treated as a lawful care and charge for the purpose of proceeding against the kidnapper.

Unfortunately, so far as is known, no decision has ever been given by the Courts on the above argument, because the case has always gone off on some other ground. No apprehension is felt by the Government that the courts would hold the above defence to be a good one, but there appears to be an impression abroad that the defence is a good one, and some officers may be under the impression that it would be useless to prosecute in such a case. The position is much the same with regard to adopted children.

Position Made Clear.

In order to dissipate this impression, and also to place the legal position beyond all possible doubt, it has been decided to amend the section so as to make the point clear. Accordingly, paragraph (c) of section 2 of this Ordinance provides that for the purpose of section 45 of the principal Ordinance, i.e., for the purpose of proceeding against the kidnapper, the adoptive parent of a child under fourteen and the employer of a child under fourteen, including the employer of a *mui tai* under that age, shall be deemed to have had the lawful care or charge of the child. The paragraph also provides (a) that nothing in the sub-section in question is to be construed as affecting any rights of guardianship vested in the Secretary for (Continued on Page 7.)

COLONY'S CREDIT BALANCE.

\$10,000,000 REACHED AT END OF MARCH.

BEST FOR SOME YEARS.

For the first time for several years, the Colony's credit balance at the end of March was over ten million dollars. This fact is revealed in the statement of revenue and expenditure up to March 31st, which appears in the current issue of the *Gazette*.

The actual balance at the end of March was \$10,303,441, as against \$9,856,402 at the end of February.

The revenue for March totalled \$2,057,806, as against \$1,770,536 for the same month last year. The largest increase was in Miscellaneous Receipts, which showed an advance from \$101,781 to \$174,043.

The month's expenditure came to \$1,410,767, which compares with \$1,576,955 for March, 1928.

For the first three months of the year, the income was \$5,005,858 (\$5,730,255 in 1928) and the expenditure, \$3,795,951 (\$4,323,849 in 1928).

THE KING'S JAMBOREE MESSAGE.

COMING GENERATION AND PEACE OF THE WORLD.

London, Aug. 2.
Addressing the great international Jamboree of Boy Scouts at Arrow Park, Birkenhead, today, the Prince of Wales read the following Message from his Majesty the King:

"This is a unique assembly, representative of the youth of all the great nations of the world. I ask them to remember it is chiefly upon the coming generation that the future peace of the world depends."

His Majesty congratulated all the workers of the Jamboree, adding that it has given him the greatest pleasure to mark a signal event in history by conferring a Peerage on the Chief Scout.—*Reuter.*

MORE MONEY FOR THE BOY SCOUTS.

PERTSHIRE RESIDENT GIVES SUM OF £5,000.

London, Aug. 2.
Mr. T. Whitehead, of Perthshire, has handed to Lord Baden Powell, the Chief Scout, a sum of £5,000 for the Boy Scouts' Association of Britain.

This gift follows that announced yesterday in which Mr. Mortimer L. Schiff, of the well-known American banking firm of Kuhn, Loeb and Co. handed to the Prince of Wales a cheque for £10,000 to establish a fund for promoting international friendship among boys.—*Reuter.*

ELECTRIC CONCERNS LINKED.

AMERICAN CAPITAL FOR A GERMAN FIRM.

Berlin, Aug. 2.
A working agreement applicable to all parts of the world has been concluded between the Allgemeine Elektrizitaets Gesellschaft and the General Electric Company of America, whereby the G.E.C. acquires thirty million marks worth of shares in the German concern.—*Reuter.*

AMERICA AND HAGUE CONFERENCE.

MINOR DIPLOMAT APPOINTED AS OBSERVER.

Washington, Aug. 2.
It is announced that Mr. E. C. Wilson, the First Secretary at the Paris Embassy, will be the American observer at the conference at the Hague on reparations. The first meeting is expected to be held on Monday or Tuesday.—*Reuter's American Service.*

COUNTY CRICKET WASHED OUT.

ROUGHLY TWO HOURS' PLAY AT OVAL.

NOTTS FORGE AHEAD IN THE CHAMPIONSHIP.

SOME CURIOUS PLAY.

Although the weather experiences on different grounds have varied considerably, heavy rains all over England have seriously interfered with the county cricket programme, and only two of the eight matches commenced on Wednesday were brought to a decisive result.

In the match between Surrey and Gloucester, expected to produce an exciting struggle, no wicket fell and Surrey did not bat. Notts strengthened their hold on the leadership, winning by an innings, the outstanding feature being the magnificent bowling of Voce who took 14 wickets for 43 runs!

A. T. Barber, the Oxford Blue, turned out for Yorkshire, and made his first century for the county.

The principal individual performances were:

Batting	
Oldroyd (Yorkshire)	113
B. Mitchell (S. Africa)	127
Mead (Hants)	102
A. T. Barber (Yorkshire)	100
Not Out.	

Bowling	
Q. MacMillan (S. Africa) .. 8 for 50	
Voce (Notts) ..	7 for 20
Middlesex (Middlesex) .. 6 for 23	
I. A. R. Peebles (Middlesex) .. 6 for 27	

MATCH ABANDONED.

Gloucester's Opening Pair in Form.

At the Oval, the Surrey v. Gloucester match was abandoned, though some good cricket was seen in the short period available for play.

Gloucester's opening pair, normally Dipper and Sinfeld, batted in confident style and they put together 122 runs without being separated. Rain intervened and no further play was possible.

A KEEN FIGHT.

Worcester Upset Middlesex Calculations.

More than three innings were possible at Worcester where Middlesex gained major points for a lead on the first innings. Middlesex endeavoured to force a victory on getting a small advantage, but Worcester put up a spirited resistance in their second innings, and if further play had been possible, they might have gained the day.

Worcester took first knock and compiled 148, I. A. R. Peebles taking 6 wickets for 57 runs. Middlesex replied with 180 for the loss of eight wickets and declared. Worcester then gave an excellent batting display, scoring 258 for 8 wickets (declared). When stumps were drawn, Middlesex who played on the defensive, had made 57 runs without loss.

KENT GET POINTS.

Fine Display by Philip Mead.

Kent defeated Hampshire on the first innings at Bournemouth, and but for a great effort by Philip Mead were headed for complete success.

Hampshire made 189 to which Kent replied with 290, Kennedy taking 5 wickets for 94 runs. Over a hundred runs in arrears, Hampshire's position was critical, but Mead made 102 not out, and hopes of a victory faded. Hants had made 203 for 3 at the close of play.

GLAMORGAN IN FORM.

Excellent Batting at Cardiff.

Glamorgan gave a sound batting exhibition against Essex at Cardiff and fully deserved their first innings points. They sent Essex back for 205, and then hit up 216 for the loss of 4 wickets and declared. Essex had scored 66 for 2 when rain stopped further play. (Continued on Page 12.)

Bulls and Inners

From the Office Butts.

Reuter—(M. Poincare's) operation is (on the) prostate gland. *Sunday Herald*—Mr. Poincare's operation is for the state of a grand.

That's the worst of knowing a little Dog Latin: but you see the difference between the Hongkong pupers.

Now Definition—"Supersedes" mean the kind that come up like the pictures on the packet.

Push-bikes are again coming into favour in Scotland, we read. No doubt free-wheeling is a factor.

There's a rumour that the "dry" British Embassy in Washington is to be renamed "I'm Alone."

An Aberdeen visitor to London says there's something about the parks that he doesn't like. Probably the man who collects the tuppences for the chairs.

What with all these new, tall buildings, things are beginning to look up in Hongkong.

A men's wear specialist says the opera hat is dead. All the same, it'll probably spring up again.

According to a New York banker, luck plays no part in business. He can't be on the phone.

Local tennis players complain that the umpires are always finding faults.

A man advertises in the papers for a girl who is domesticated, pretty, loving, economical, and good natured, with the idea of marrying. Some fellow is apparently planning bigamy?

An ordinance at Nancy, France, forbids the use of the saxophone after 10 p.m. That country certainly is progressing.

Ziegfeld says the public is no longer interested in his revues. The trouble is, you can see his revues free on the beaches these days.

We're so clever that we never really mean. Our intelligence creates a lofty zone.

To improve the local pictures, we can offer caustic strictures. We know everybody's business—But our own!

It's too hot to sleep these nights, the baby's rash is worse, and the garden hose leaks. But it doesn't mean anything new our reservoirs are filling nicely.

Plants make a noise when growing, a scientist reveals. For that matter, so do children.

Judging from the criticisms, "The Baby Cyclone" appears to have been a kind of depression.

"Moscow Refuses to Talk," says a newspaper heading. That's something new, anyhow.

ZBW's got a new baby grand, Perhaps later on it'll have a nice band.

Then we shall want some tip-top singers: The sort you can call the real hum-dingers.

Solos, trios, and quartettes, too, Saxophone blowers to blow till they're blue—

Any old sort of a noise will do, So long as our programmes are really new.

"Face Message," says the sign on a local barber's shop. A sort of tell-tale expression, we suppose.

The only objection to the proposed Seaplane Club is that it might make some of our flappers even more flighty.

"Lok Sun Looted," says a heading. Couldn't have had the locks on.

London dress reformers urge that men discontinue wearing trousers. That's placing too great a responsibility on the fog.

We hope the Mediterranean fruit fly overlooks the nice crop of peaches on the beaches this year.



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OBITUARY.

DEATH OF MILLIONAIRE
TOBACCO MAGNATE.

London, Aug. 2.
The millionaire tobacco magnate, Mr. Bernhard Baron died suddenly at the age of 78. A poor Russian Jew he emigrated to America and later settled in England. His charitable benefactions are estimated at £2,000,000. He frequently avowed his determination to die poor.—*Reuter*.

Bernhard Baron, the millionaire tobacco manufacturer and philanthropist, was born in Russia of Jewish parents in December, 1850. When he was 16, he went to see the U.S. to avoid serving in the Russian army. While working for a New York tobaccoist for 10/-, he experimented in the making of cigarettes which, in those days, were not much smoked and gradually worked his way up to a good position.

A Cigarette Making Machine.

Eventually his experiments culminated in the Baron cigarette-making machine. He took it to England, but found it difficult to obtain what he considered an adequate price for it. Eventually, however, he sold it for £120,000 and bought for £150,000 the tobacco business of Carreras, which now employs 2,500 hands. In 1905 he went to live at Hove and became a naturalised British subject. Although he was a Jew, it gave him great satisfaction to help Jews and Christians alike. During the last few years he made huge donations to charities. Thus to celebrate his birthday in 1925 he gave £50,000 to hospitals. He had just previously given £11,500 to the Liberal Jewish Synagogue Building Fund, £10,000 each to three London hospitals and £10,000 to Jerusalem University. He also distributed large sums to his employees and his total benefactions during the year came to £200,000. In December, 1926, he gave £25,000 to hospitals and other charities and an extra week's wages to all his 2,500 hands. He also bought and equipped a large house at Brighton as a convalescent home for his employees. For 1926 Carreras again declared a 50 per cent dividend and the £1 shares went to £17. £500,000 was distributed in bonus shares many of which went to the work-people.

Member of Labour Party.

Baron, who was not a sporting man and did not care for society, was a member of the Labour party and a personal friend of Mr. Ramsay MacDonald, Mr. J. R. Clynes, Mr. Henderson and Mr. J. H. Thomas. In 1924 he gave £5,000 to the Labour election campaign fund. A strong supporter of the Zionist movement, he made a donation of £25,000 to the Keren Hayesod Fund in October, 1926, on condition that Jews should be taught agriculture and not allowed to go into small trades or become pedlars in Palestine. He had already given £35,000 to Zionism and had taken stock to the value of £100,000 in Rutenberg's electricity project in Palestine. Baron, who had built and fitted up a new wing for Hove Hospital in memory of his wife, declared that he wanted to die poor and that he had no use for money except to give it away.

BY-ELECTION RESULT.

LABOUR RETAINS SOUTH-EAST LEEDS.

London, Aug. 2.
The by-election at South-East Leeds, due to Sir Henry Slesser's appointment as a Lord Justice of Appeal, resulted as follows:

Mr. Milner (Lab.) 11,804.
Mr. Brain (Comm.) 512.

Reuter.
[Sir Henry Slesser was returned at the recent general election by a Labour majority of 15,018, polling 22,403 to the

PEDESTRIAN'S DEATH.

DRIVER OF MOTOR LORRY
GIVES EVIDENCE.

At the resumed hearing of the case in which the driver of a Ford motor lorry belonging to Messrs. Wallace Harper & Co., Ltd., is charged with causing the death of a pedestrian who was knocked down in Nathan Road on July 5, the driver of a lorry which was about to turn into Waterloo Road prior to the incident, gave evidence before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday.

Mr. L. R. Andrewes is conducting the case for the Crown, while Mr. H. J. Armstrong is representing the defendant.

Mr. M. I. de-Ville, Land Surveyor, produced plans of the vicinity of the accident.

A witness, who gave evidence on the first day of the hearing, but who, it is understood, was absent from the Colony at the last hearing, was cross-examined by the defence. Witness said that he did not know the significance of the traffic signals, but stated definitely that the hand extended from the lorry which was preceding the defendant's vehicle was still and not moving forward or downwards.

Witness said that the defendant's lorry, on passing the one in front, missed the nullah by about twelve feet.

A Hesitating Witness.

The driver of the lorry, which preceded the defendant's, was next called. The witness answered several questions, put by the prosecuting solicitor as well as by the defending solicitor, after considerable hesitation.

Examined by Mr. Andrewes he said that he was conveying a load of firewood from Public Square Street and was on his way to Ho-mun-tin, travelling along Nathan Road. On nearing Waterloo Road witness gave instructions for the coolie, who was sitting on his right, to put out his hand, to indicate that the lorry was turning into Waterloo Road, past the Dogs' Home.

Witness saw the coolie extend his hand. At this period the lorry was travelling at about six miles per hour. Witness turned, and when the lorry had reached the middle of the road another lorry, travelling at twice the speed of a bus, passed in front of him. Witness then stopped and, after the accident continued on his way to Ho-mun-tin.

In reply to Mr. Armstrong witness said that his lorry was equipped with a mirror. Before turning witness saw through the mirror that the road behind was clear. Witness added that he did not have a good view of the road through his mirror and asked the coolie to look. The coolie replied that there were no vehicles following.

Mr. Armstrong: Did you realize that it was your duty to see that the road behind was clear before turning to the right?—Yes.

It was immediately after being told that the road was clear that witness instructed the coolie to extend his hand.

Mr. Armstrong: If you satisfied yourself that the road was clear how do you account for this lorry (defendant's) suddenly appearing?

Witness: Because it was going at a high speed.

Mr. Armstrong asked witness if he believed what the coolie had told him and received the reply from witness that he did.

Further questions on the point failed to elicit any other explanation than that the defendant's lorry was going at a high speed. The case was adjourned.

7,385 of the Conservative candidate, Mr. J. C. Spurr. In 1924, Sir Henry was returned with a majority of 4,429 over his opponent, a Liberal.]

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BUTTERFIELD & SWIRE,

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HONGKONG, CHINA & JAPAN.

A SNAKE KILLED.

RAIDED A CHICKEN RUN
ON GREEN ISLAND.

A huge snake created considerable excitement on Green Island on Thursday morning, when the reptile was seen in the chicken-house

of the Signal Station at about 6 a.m. Several shots were fired at it, one stunning the creature. Taking advantage of that fact, some of the Chinese employed on the island killed it with bamboos.

When measured, the reptile was found to be 12 feet long and had a circumference of 17 inches. It appeared to be a python, weighing

40 pounds. When the body was cut open, 13 chickens of various sizes were found in the stomach, five weighing from two to three catties and eight from one to two catties.

The skin is quite intact except for the head which was smashed by the Chinese in the process of killing the reptile.

SALESMAN SAM

Sam Picks His Spot

By Small



Heat or cold —

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SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.



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HONGKONG RADIO.**A TREAT FOR LOCAL LISTENERS.**

On Monday next, local "listeners in" to the Government Broadcasting Station are promised a special attraction in operatic work. For the first time in Columbia electrical recording, a whole grand opera has been made available for the home.

Carmen shares with Faust and Aida the rank of being one of the world's three most popular operas. It is sung in the original language and the recording is by the foremost French artists with whom Columbia has exclusive contract.

This realistic drama is so boldly presented and clothed with music of such unflinching beauty and sincerity that it casts a spell of weird fascination on all hearers. Carmen is a rush of colour and action—the music attains to heights of tragic expression which few composers have ever surpassed.

The story of the opera is within itself enthralling. Carmen, the gypsy heroine, is hardly more than a splendid animal, irresistible in her passionate beauty, superb in her physical courage, knowing no law higher than her own desires. In her many conquests she brooks no barriers or restraints. A wild amorous coquette, a madcap flirt, but compellingly lovable.

Raymonde Visconti is a Carmen of rare individuality. Few singers can thus "act with the voice" and few records are so full of personality as Miss Visconti's "Habenera" and "Seguidilla." The death scene, too, is treated with startling realism.

Marthe Nespoulous portrays very finely the contrasting innocence and charm of Micaela—a most distinguished performance.

Georges Thill, famous French tenor, is ideally cast as Don Jose. He gives some fine lyric touches to the charming scene with Micaela, but later in the "Flower Song" and the final duet he rises to thrilling heights of emotional expression.

M. Guenot is appropriately full-voiced and swaying as Escamillo; his "Toreador Song" is rendered with splendid vigour and magnificent power.

The smaller parts are in exceptionally competent hands, so that the brilliant Quintette and Sextette are done with far more finish than is usual.

On the whole, Carmen is one of the most stupendous things ever done in the history of recording.

To-day's Programme.

Broadcast by Z.B.W. on 350 metres.
1.48 p.m. Weather report.
5.30-6.30 p.m. Programme of Chinese music, (Records supplied through the courtesy of Messrs. Sincere Co., Ltd.).

7.48 p.m. Evening weather report.
8 p.m. Evening programme, (Columbia records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.).

"Lull Time," (Ross and Schubert).
Vocal Gens.
Columbia Light Opera Company.
Dance music.

8.45 p.m.
"La Boheme," (Puccini), Selection,
New Queen's Hall Light Orchestra.
Dance music.

9.30 p.m.
"The Merchant of Venice,"
(Hosie), Incidental Music,
Organ Solo, Quentin MacLenn.
Dance music.

10.15 p.m.
"Jolly Fellows," Waltz,
"Hydropaten," Waltz,
Anton Weiss and the New Concert Orchestra.

10.30 p.m. Close down.
To-morrow's Programme.

The following programme will be broadcast to-morrow from the Government Broadcasting Station Z.B.W. on 350 metres.

1.48 p.m. Weather report.
5.55 p.m. Evening service relayed from St. John's Cathedral.

7.48 p.m. Evening weather report.
9 p.m. Evening programme, (Victor and H. M. V. Records supplied through the courtesy of Messrs. S. Moutrie and Co., Ltd.).

"Tosca," (Puccini), Potpourri,
Marcel Weber and His Orchestra.
"Friend O' Mine."

"Shipmates O' Mine,"
Bass, Manuel Hemingway.
"Love's Garden of Roses,"
"Chanson," (in Love),
Organ Solo, Reginald Foort.

"Hark! Hark! the Lark,"
"Who is Sylvia?"
Boy Soprano, Master E. Lough.
"Mirage,"
"I Zingari,"

Instr. Trio:—De Groot—
Violin, David Bor—Piano,
H. M. Calve—Cello,
"Ave Maria," (Giac—Gounod),
"The Rosary," (Novin),
Organ Solo, Charles O'Connell.

"L'Arlesienne," (Bizet), Prelude,
Royal Opera Orch., Covent Garden.
"The Arrow and the Song," (Balfe),
"Flower of the Desert," (Lohr),
Baritone, Percy Heming.

"La Source Ballet,"
The Band of H. M. Coldstream Guards.
"I Love the Moon,"

"Jeunesse," Tenor, Walter Glynn.
"When I Survey the Wondrous Cross,"
"Nearer My God to Thee,"
Westminster Central Hall Choir.

10.30 p.m. Close down.

JAPANESE GARDEN.**PARTNERSHIP OF NATURE AND THE GARDENER.**

One of the compensations for uncongenial surroundings is that one can allow thoughts to feast and dwell on joyful contrasts. It was on board a great Transatlantic liner that my memory was most grateful to the garden at Katsura. It created a perfect contrast to overdressed women and overfed men, rouge, lipstick, heavy scent, pearls, furs and large cigars.

Sometimes I wonder if Katsura really existed or whether I passed into it through no ordinary portal but through the ivory gate of dreams.

It was on a still December day that we drove through a green irregular line of trees and were admitted into fairyland by a pleasant sleek-haired Japanese youth wearing a mourning band still for the Emperor. For if Katsura be true and not a figment of dreamland, it was the garden of the Emperor's summer palace.

Our little guide, a mournful person with a face like a depressed basalt mound and a personality like a shadow, slipped in with us. We stood among fir trees shedding dappled shade on emerald green moss. Then, having satisfied himself that our credentials were good, the sleek-headed boy led us into the garden. It was so beautiful that one could only stand and gaze—silent. So still lay the lake with trees mirrored in it, so vivid were the reflections of the curved stone bridges in the rippleless water that one feared a breath—a word—and the vision would fade like a mirage.

A Perfect Partnership.

But the guardian youth motioned to us to follow him by stepping stones along a mossy path and silently we obeyed. Nature and the gardeners had entered into a perfect partnership here. So subtly had the gardener gone to work that one hardly suspected his handiwork. And yet by degrees one realised that the dusky pine or cedar stood just where its reflection fell from the little promontory into the clear unrippled water, the delicate tracery of branches wove a network between the two bridges, the stone lanterns that stood along the mossy alleys were always in the fitting spot.

Little mysterious green pathways all set with stepping stones led away into misty thickets where tawny leaves burnt like flame. Delicate pink blossoms of winter capillaries still lingered in the green avenue where in bygone days the Emperor and his Samurai practised archery.

Where Fetes Were Held.

Up and down and in and out we followed the guardian of the garden (ill we came to the tea-house with its snowy mats on the floor, where he explained that the ten-ceremony took place. Our melancholy little guide interpreted this and we gathered further that in the past the Emperor held fetes here—evening fetes. The stone lanterns were then illuminated, shining like the sun and moon or fireflies according to their design, and the Emperor came across the water in his boat to the sound of the lyre.

If anything were needed to make the garden perfect it is a vision of the men and women of old Japan in their silken garments wandering along the pathways, standing on the curved bridges and drinking tea in the summer-house, with its paper windows flung back to let in the scented breeze.

If there be a spirit of peace then a very gentle and happy spirit lingers at Katsura among the pale pastel tints of its trees and lake—its translucent light and shade—its silence and its virginal beauty.

BELLA SIDNEY WOOLF.
(Mrs. W. T. Southern).

"RED" ARRESTS.**SHANGHAI SENTENCES.**

Shanghai, Aug. 2.

Twenty youths received sentences ranging from one month to two years, and several were fined, in the Provisional Court, in consequence of Thursday's lesser street outbreaks.

The majority of those arrested were released. Those who were convicted were guilty of more serious disturbances. A known Communist ringleader was sentenced to two years.—Our Own Correspondent.

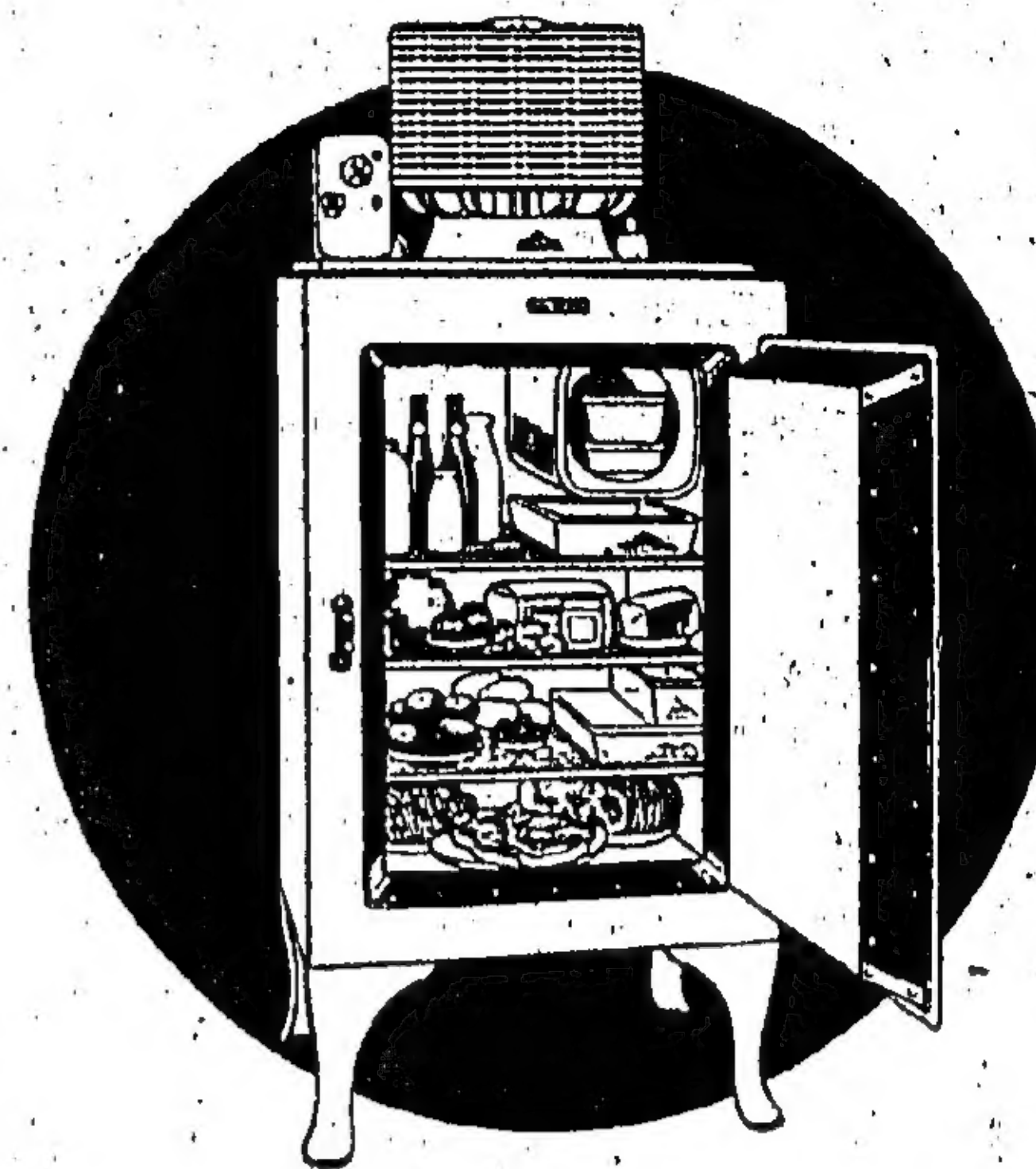
The six best doctors anywhere, And no one can deny it, Are Sunshine, Water, Rest & Air, Exercise and Diet, When Diet disagrees with you, And Exercise you shirk, Just put your trust in Pinkettes, And They will do the work!

PINKETTES
THE GENTLE LITTLE LAXATIVE
LIVER REGULATORS,
COOL THE BLOOD, INCREASE THE
APPETITE, AID DIGESTION.
KEEP YOU WELL

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SEE this most thrilling of all pictures.
Share Romance with Eliza and Harris;
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and Lawyer Marks; Sympathize with
Uncle Tom! Thrill to the spirit of a
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THE GREATEST HUMAN DRAMA EVER SCREENED

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Masterpiece

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Production.

Two Million
Dollars in money
and two years in
time spent to
make the wonder
of the stage,
the miracle of
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TO-DAY'S WANTS

25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:—

295, 300, 301, 305, 306, 315, 344, 363, 371,
374, 376, 381, 385, 411, 426, 427, 443, 445,
455, 461, 462, 465, 474, 476, 486, 505, 512.

FOR SALE.

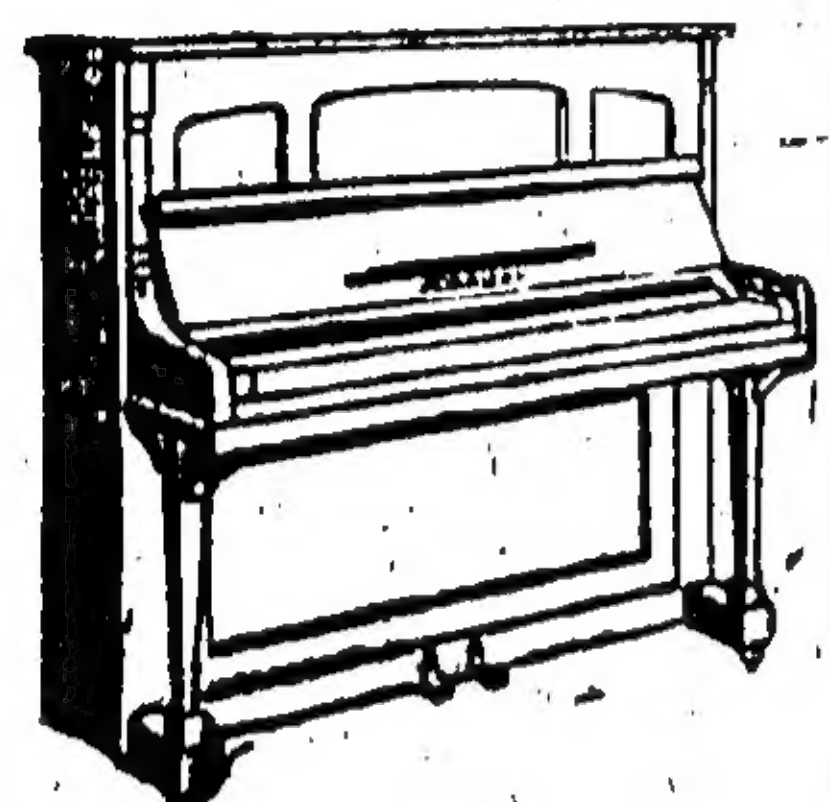
FOR SALE.—On Broadwood Road, 3 roomed BUNGALOW. Write Secretary, Post Office Box No. 22.

FOR SALE.—Ladies' Crepe de Chine Emb'd Pyjamas \$8.00; Men's Washing Silk Pyjamas \$6.00; Silk Shirts \$3.00. See our Show Room, S. Naraia, China Building, 4th floor, Tel. C.6136.

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TEN YEAR GUARANTEE.

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NEW ADVERTISEMENTS.

HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE IS HEREBY GIVEN that the undermentioned cargo at present stored in this Company's Godowns at Kowloon will be SOLD by PUBLIC AUCTION unless CLEARED on or before the 24th August, 1929, and/or the CHARGES in respect thereof PAID:—

LOT NO.	NAME OF STORER	CARGO	DATE STORED.
D34878	Kitting & Co.	4 Cases Machinery	25/10/18
D34953	"	4 " Machine &c.	3/12/18
D35511	"	4 " Coffee Mills, &c.	17/8/19
E42573	J. T. Lloyd & Co.	1 Case India Rubber Goods	11/10/24

C. M. MANNERS,

Acting Secretary.

Hongkong, 30th July, 1929.

BANK-HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the Exchange Banks will be CLOSED for the Transacting of Public Business on Monday, 5th, of August.

Hongkong, 30th July, 1929.

RE L. M. WHYTE, DECEASED.

All persons having any claims against the estate of the above-named deceased are requested to send the Particulars thereof as soon as possible to the undersigned.

A. RITCHIE,

Low, Bingham & Matthews,
3, Queen's Road Central,
1st August, 1929.

HONGKONG REALTY & TRUST COMPANY, LIMITED.

AN INTERIM DIVIDEND of thirty cents per share, in respect of the year 1929, will be payable on Monday the 12th August, 1929, on which date Dividend Warrants may be obtained on application at the Company's Office, Exchange Building.

The Transfer Books of the Company will be closed from Tuesday, the 6th August, 1929, to Saturday, the 10th August, 1929, (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors,
C. F. V. RIBEIRO,
Acting Secretary.
Hongkong, 30th July, 1929.

CHURCH NOTICES.

To-morrow the Tenth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hong Kong. August 4th, 1929. Tenth Sunday after Trinity. Holy Communion, 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Matins, 11 a.m. Preacher: The Rev. N. Evans. Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: The Dean.

Union Church, Kennedy Road, Hong Kong. Sunday, 4th August, 1929. Sunday School, 10 a.m. Morning Service, 11 a.m. Preacher: Rev. F. C. Young. Hymns, 108, 754, 467, 417. Evening Service, 6 p.m. Preacher: Rev. F. C. Young. Hymns, 688, 12, 583, 675.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Love". The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service, and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

"PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS.

with all Modern Conveniences, Drying Rooms and Out-houses, Two lifts. Apply to—
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MASSEUSE S. RONDA.
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Recommended for many years by Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.
No. 24, Wyndham Street, Tel. C.4441.

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Tuesday, the 6th, August 1929, commencing at 11 a.m. at No. 1, A. O. D. Block, Kennedy Road, A Quantity of Valuable Household Furniture, (Catalogues will be issued) Terms:—Cash on Delivery. On View from Monday, the 5th, 1929.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction,

on Wednesday, the 7th August, 1929, commencing at 11 a.m. at No. 42, Humphreys Building, Kowloon, A Quantity of Valuable Household Furniture, (Catalogues will be issued) On View from Tuesday, the 6th August, 1929. Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION

of the Valuable Leasehold Property, situate at SHAMHEEN CANTON to be sold by Order of the Mortgagee, by

PUBLIC AUCTION

on Wednesday, the 7th August, 1929 at 3 o'clock p.m.

by Messrs. LAMMERT BROS., Auctioneers.

At their Auction Rooms, in Duddell Street, Victoria Hong Kong.

The property consists of:—

The pieces or parcels of ground respectively situate on the British and French Concessions at Shamheeh Canton in the Republic of China and respectively known and registered at His Britannic Majesty's Consulate General at Canton as Lot No. 41 and at the French Consulate at Canton as Lot No. 22 with the buildings respectively erected thereon and known as BOMANJI BUILDING and THE CLUB HOUSE held for the residues of terms of 99 years each.

For Particulars and Conditions of Sale,

Apply to

Messrs. DIACONS,

Vendor's Solicitors,

1, Des Voeux Road Central,

Hong Kong.

or to

Messrs. LAMMERT BROS.,

The Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Thursday, the 8th August, 1929 commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Valuable Collection of Curios,

comprising:— Porcelain Vases, Bowls, Plates, Flower Bowls, Jade Trees, Amber, Crystal and Agate Ornaments, Lacquer Screens, Joss Tables, Blackwood Joss Tables, Opium Stools, Bronze Ware, Embroideries, Chinese Hand Paintings, etc., etc.

Terms:—Cash on Delivery.

On View from Wednesday, the 7th August, 1929.

Catalogues will be issued.

LAMMERT BROS., Auctioneers.

EXPERT MASSEUR

and all kinds of chronic ailments.

Madame E. AKAI.

Madame H. MORITA.

14, Arbuthnot Road (top floor), Tel. No. C.4395 Cures Rheumatism, Nervousness.

SHAMHEEN PRINTING PRESS

AGENTS FOR

The Hongkong Telegraph

TO WHOM ALL LOCAL ENQUIRIES SHOULD BE ADDRESSED.

POST OFFICE NOTICE

GENERAL HOLIDAY.

On Monday, the 5th inst. the G.P.O. and Branch Post Offices will be open from 8 a.m. to 9 a.m. There will be no collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

On Radio telegrams to the Kwangai Stations at Nanning and Luchow a fee of \$0.20 per word will be collected from the sender—this sum includes the receiving station's charge. On messages to Wuchow the charge will be \$1.10 per word—the addressee to pay the receiving station charge.

The Public are again reminded that the postage on newspapers published in Hongkong and addressed to British Possessions, China and Macao is 2 cents per 4 oz. and not 2 cents per newspaper. When the postage is not fully prepaid newspapers cannot be forwarded and if they do not bear the sender's names and addresses they are disposed of in the Dead Letter Office.

It is hereby notified that Radiotelegrams are accepted at Hongkong for transmission direct to Canton and Shanghai and to certain inland towns in China via these stations at the following rates per word:—

Foreign Code Radiotelegram	Plain Chinese Radiotelegram	Foreign & Code telegram	Plain Chinese telegram
\$0.20	\$0.10		

To Canton and Shanghai \$0.20 \$0.10

To inland towns:—Anking, Hangchow, Hankow, Ichang, Nanking, Ningpo, Peiping, Peking, Tientsin, Tsinan, Tsingtao, Tunchi and Wuhu \$0.30 \$0.15

The above rates include toll due to the receiving stations.

In view of the uncertainty of the situation in Manchuria no mails are being forwarded via Siberia until further notice.

From the 2nd August until further notice the afternoon mail for Macao will be closed at 1.15 p.m. as usual.

From

U.S.A., (Seattle 13th July) Canada, Japan and Shanghai Pres. Lincoln August 2.

(Ship due 2nd, 6 p.m.)

Shanghai and Swatow Sinkiang August 8.

Straits Kitanu Maru August 4.

Australia and Manila Tania Aug. 4.

Manila Pres. Grant August 5.

Shanghai and Swatow Chengtu August 5.

Shanghai Patroclus August 6.

U.S.A., (San Francisco 12th July), Honolulu, Japan and Shanghai President Wilson August 10.

U.S.A., (San Francisco 10th July), Honolulu, Japan and Shanghai President Cleveland August 12.

Canada (Victoria B. C. 25th July), U.S.A., Japan and Shanghai Emps. of Russia August 12.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For

Haliphong Canton Sat. Aug. 3, 1.30 p.m.

Sandakan Mausang Sat. Aug. 3, 1.30 p.m.

Iloilo Adrasius Sat. Aug. 3, 2.30 p.m.

Saigon Prosper Sat. Aug. 3, 3.30 p.m.

Swatow Han Chang Sat. Aug. 3, 3.30 p.m.

Sam Shui and Wuchow Sun Nam King Sat. Aug. 3, 4 p.m.

Manila Pres. Lincoln Sat. Aug. 3, 4.30 p.m.

Amoy Anhui Sat. Aug. 3, 5 p.m.

Tientsin Tientsin Sun. Aug. 4, 9 a.m.

Bangkok via Swatow Kaying Sun. Aug. 4, 9 a.m.

Swatow, Amoy and Formosa Canton Maru Sun. Aug. 4, 9 a.m.

Shanghai and Japan Kitanu Maru Mon. Aug. 5, 9 a.m.

Swatow Hydrangea Mon. Aug. 5, 9 a.m.

Haiphong Kwangtung Mon. Aug. 5, 9 a.m.

Bangkok Michael Jensen Mon. Aug. 5, 9 a.m.

Straits and Calcutta Talamia Mon. Aug. 5, 9 a.m.

Letters 9 a.m.

Shanghai, Japan, Canada, U.S.A., Central and South America and Europe via Victoria B. C. Pres. Grant Tues. Aug. 6.

Registration 9 a.m.

Letters 9 a.m.

(Due Victoria B. C. 26th August)

Weihaiwei via Swatow Kueichow Tues. Aug. 6, 12.30 p.m.

Swatow, Amoy and Foochow Hanching Tues. Aug. 6, 1 p.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles Patroclus Tues. Aug. 6.

Registration 4.30 p.m.

Letters 4.30 p.m.

G.P.O.

Registration 5 p.m.

Letters 5 p.m.

(Due Marseilles 4th September)

Swatow Hangang Wed. Aug. 7, 10.50 a.m.

Swatow, Amoy and Foochow Hai Ning Fri. Aug. 2, 2 p.m.

Straits and Calcutta Namsang Sun. Aug. 11.

Letters noon

Letters 1 p.m.

Saigon, Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles Chenonceaux Tues. Aug. 13.

Registration 1 p.m.

Letters 1 p.m.

G.P.O.

Registration 1.45 p.m.

Letters 2.30 p.m.

(Due Marseilles 14th September)

Manila Emps. of Russia Tues. Aug. 13, 3.30 p.m.

Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Vancouver B.C. Parcels Aug. 20, 5 p.m.

Empress of Russia Wed. Aug. 21.

Registration Aug. 21, 9.15 a.m.

Letters Aug. 21, 10 a.m.

(Due Vancouver B.C. 7th September).

*Subscribed Correspondence only.

AIMEE'S PROJECTED PILGRIMAGE.

TO TAKE PARTY ON TRIP TO HOLY LAND.

Los Angeles, July 23.

Aimee Semple McPherson, Los Angeles' best-known evangelical woman, announced to-day that she had embarked on a project in the form of a sacred pilgrimage.

She had chartered the steamship Republic and intended to take a party of 700 students, all followers of Mrs. McPherson's cult, to the Holy Land next March.

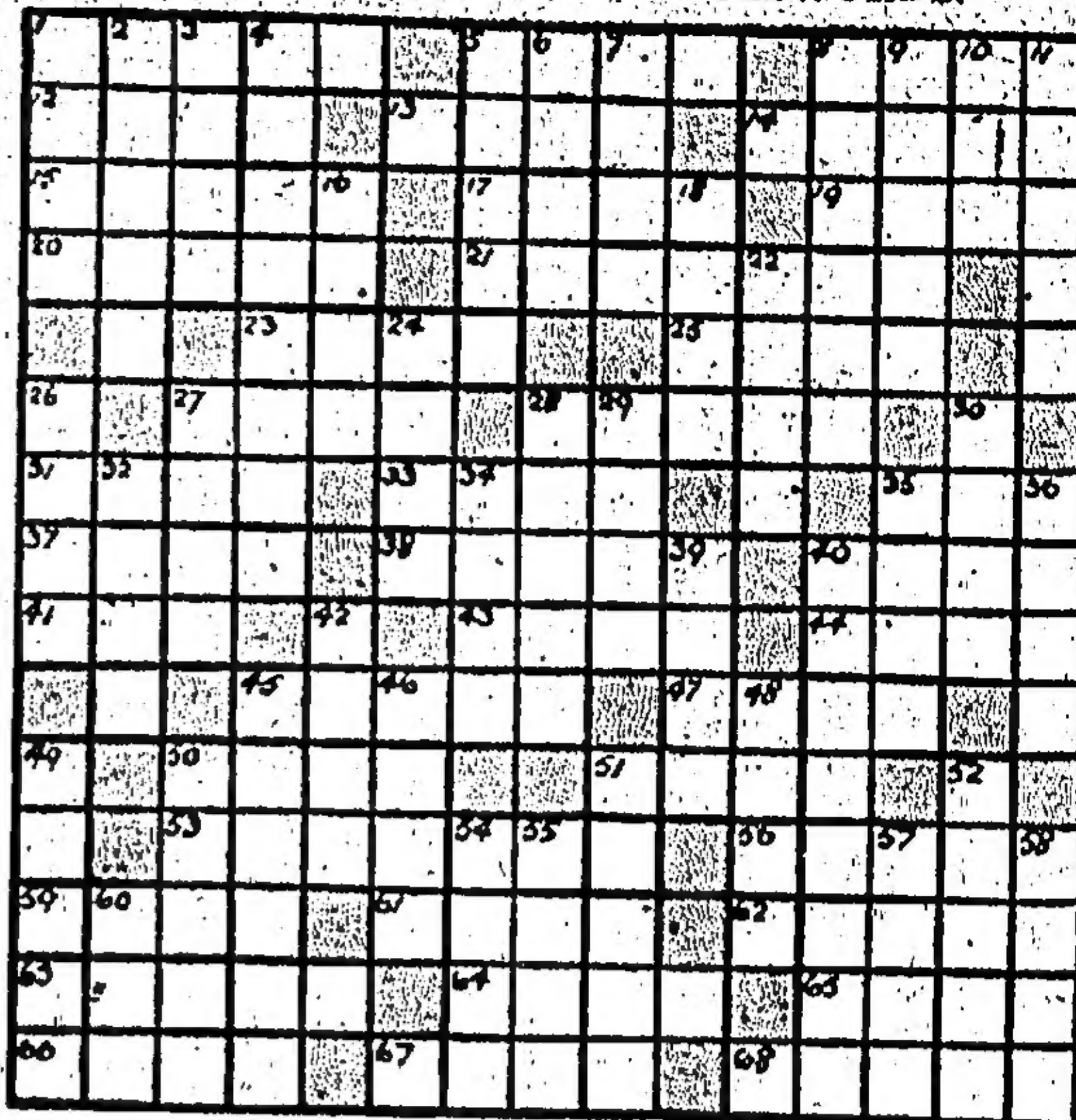
Somewhat strangely, she has included a visit to the gambling palaces at Monte Carlo as among the attractions of the tour.

Miss Roberta Rolph, 18-year-old daughter of Mayor James Rolph of San Francisco, as well as the mayor's 16-year-old son, will accompany Mrs. McPherson.

"Before I return," she announced, "I shall baptize 500 in the waters of Jordan."

Mrs. McPherson signed a U.S. \$500,000 contract, she said, and the scheme included plans for her to conduct Easter services on Mount Calvary.

OUR NEW BRITISH CROSSWORDS.



Across

1 Malice.
5 Forehead.
8 Animal's feet.
12 Step.
13 Dandy.
14 Under.
16 Representative.
17 And.
19 Thrice three.
20 Objectionable.
21 Suite.
23 Dry.
25 Undone.
27 Units in cards.
28 Like pasta.
31 Goblet.
33 Loyalty.
35 Step.
37 Eagle.
38 Mischievous imp.
40 Heep.
41 Affirmative reply.
43 Observed.
44 Stagger.
46 Carried on.
47 Oil.
50 Animals coat.
51 Metal prong.
53 Allay.
56 Outlets.
59 Extensive.
61 Drained.
62 Accustom.
63 Fatty acid.
64 Francis revel.
65 Talon.
66 Spill.
67 Paper measure.
68 Aids.

Down

1 Short time.
2 Heathen.
3 Confections.
4 Appendage.
5 Halcy growth.
6 Bronchial noise.
7 Effect.
8 Poverty.

Yesterday's Solution.

THURST A ISLETS
Y E TORRENT A O
POLLEN I TENSER
I PARAPET T T
SKIPP LOSER FET
VIDES V R RARE
N SPHERICAL C
ACATE ISSUE
D LASSITUDE L
ROVER O T SLOAT
AMID FOURS YORE
S O PONTON Z N
COLLAR E BODICE
A I LAPPED N T
LINERS R REIGNS

WOMAN'S WORLD
FOR OUR LADY READERS.

Prettiest show girl in New York—that is what newspaper critics adjudged Miss Myrtle Allan, Cleveland (O.) pictured above, playing with Ziegfeld's "Show Boat."

Flowered Stockings.

The new shoes are in every colour of the rainbow. They are to be seen in blue, in red, in tan kid, or in glaze. Some have amusing square eyelets. Still others combine brown reptile leather with golden brown box-calf, a contrast of textures in monochrome.

The trouble is that shoes which have any trimming on at all, cannot be worn with fancy stockings of any description, while the latter suit only the simplest gowns.

One of the latest styles in hosiery which must be accompanied, however, by the plainest of shoes and the most severe of gowns, is a fine silk in a tone of beige, with a floral design embroidered up the front, in two or three shades of silk, in tones of pastel. The effect is rather pretty, but whether the embroidery will stand the test of washing is another matter. Another new stocking which is more practical, and therefore more popular, is in a beige shade, so woven, that when it catches the light it assumes a deeper tint.

dried, be well rubbed with zinc ointment.

To harden the skin, and prevent it becoming sore again, rub the feet night and morning with methylated spirits.

Should any particular part of the skin be particularly susceptible to the effects of the perspiration, it helps the skin to first rub zinc ointment in, then cover with fine gauze and finally secure it with adhesive plaster. This prevents the rubbing of the shoe against the tender skin.



This engaging little dress is designed for "important" afternoon occasions, and is materialized in maize-coloured lace. The fitting bodice fastens in front with ornamental buttons and is finished with a flared basque, while the skirt is similarly flared at the sides. The collar and cuffs of georgette in the same shade have prettily ruffled edges.

Your Children.

[By Olive Roberts Barton.]

I've been asked about discipline. Don't I believe in punishment; what are we to do with unruly children who will not obey; how are we going about training them if we can't make them behave?

Yes, I do believe in discipline, and I believe in punishment. What I don't believe is that child training consists altogether of discipline nor that punishment is the best means to an end.

Moreover I do not believe that the chief aim of child-training is obedience. Obedience we must have but that is not the end of everything. We must go further. The highest type of child training consists in developing the natural traits and planting other good qualities rather than constantly punishing a child for things that, in our estimation, are wrong.

I say, "in our estimation," for parents are not always right. Often custom makes right. Things we may have punished John for five years ago, we may praise in him to-day. Our judgment is only too likely to be influenced by custom.

"Don'ts" outnumber "Do's." But to go back, discipline carries with it too often the negative idea, and it is too frequently lacking in the positive command. We deny a child the right to do things. The "don'ts" far outnumber the "do's." That is pretty much the conception of making a good child.

But we can't whip good things into children nor scold bad things out of them. If we're going to discipline them, it must be done in a wiser way, back at the beginning of things.

We don't want to break their will to ours too often. That isn't going to make them upstanding, fine, self-confident people when they grow up.

The idea of sheer unquestioning obedience went out with the cat-o-nine tails.

Too often we let children drift along alone without real guidance and advice, then when they make

Home Chiropody.

SUMMER DAINTINESS.

Some people suffer intensely from an over-active skin during the summer months, and this usually affects the extremities, feet and hands constantly being bathed in a sticky sweat. This, to the fastidious person, is distressing.

It is well to remember that this is a condition that wants fighting chiefly from the inside. Plenty of fluid to drink (barley water, plain water, lemon water) to wash out the acids from the system is essential. It is advisable to eat animal food only very sparingly, and to substitute fruit, salads, and vegetables in its place.

The excessive perspiration is Nature's way of trying to rid the body of the accumulated acids.

A good lotion for dispelling the effects, yet not interfering with the skin's function, is made as follows:—

Into a pint bottle put a tablespoonful each of powdered borax, bi-carbonate of soda, and liquid ammonia. Fill up the bottle with warm rain water. Whenever the skin is wet sponge well with the mixture and allow it to dry on. Dust thickly with a refreshing talcum powder.

If one is out and the perspiration is uncomfortable, a rub with a tube of solidified Eau-de-Cologne is effectual and refreshing for the hands. It is well to carry a tube of this in the handbag.

Eau-de-Cologne or bay rum is effectual as a temporary measure.

If the feet are sore (and frequently the acid condition of the perspiration causes the skin to peel off quickly) they should have a medicated footbath, and, when

(Continued on Next Column.)

mistakes, out comes the rod. It's like allowing a cut to fester before we take any measures to cure it. Threats, by the way, are not discipline. "If you don't do so and so, I'll whip you," isn't child training. It's worse than nothing.

Have some
more
cream!



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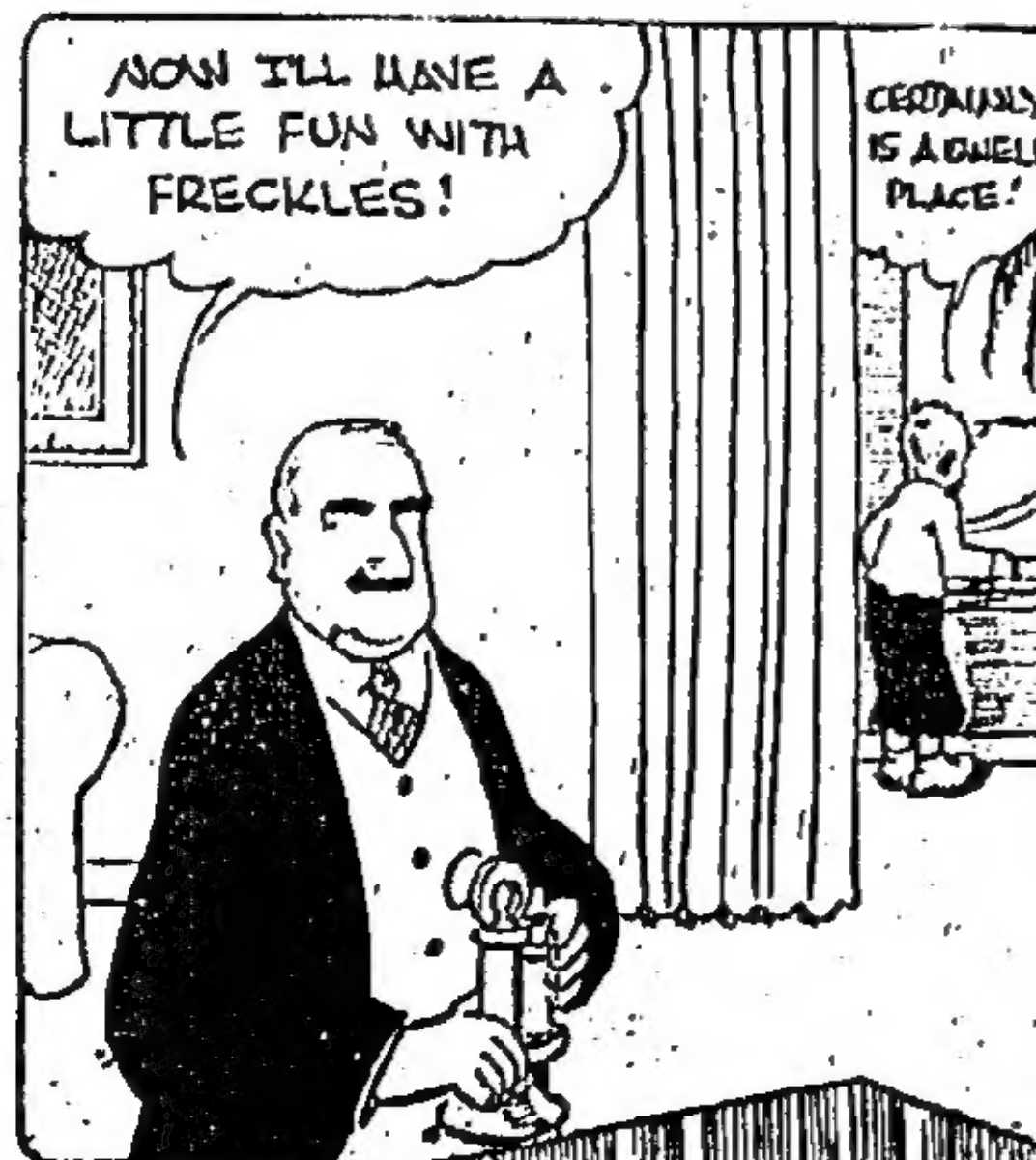
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FRECKLES AND HIS FRIENDS



Foreign Language

By Blosser

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HONG KONG & S. CHINAThe
Hongkong Telegraph.

SATURDAY AUGUST 3, 1929.

BRITAIN & RUSSIA.

We cannot confess either to surprise or to sorrow that the Anglo-Russian negotiations aiming at the restoration of diplomatic relations between the two nations have broken down. It was pitiful, from the very day when the British Government decided to open up the question, that the Soviet was wholly insincere in the matter. Support for this statement can be found in the Moscow press comment on the passages of the King's Speech touching the question. All the Russian papers then stated that the Soviet would not agree to any preliminary negotiations to determine the condition of the resumption of relations, whilst the official organ, *Izvestia*, went so far as to declare that it was for the Soviet rather than for Great Britain to advance conditions and demand guarantees. In the face of these assertions, there need be no wonder that the negotiations, ere they had scarcely begun, have reached a deadlock.

One thing, there is no difficulty in pinning down the responsibility for the failure of the conversations. The British Government, in its invitation to Russia, asked that a responsible official be sent to discuss with Mr. Henderson "a means for reaching as rapidly as possible a friendly and mutually satisfactory settlement of all outstanding questions between the two countries, including those relating to propaganda." Nothing could be clearer than this statement, which implied an intention of exploring all obstacles standing in the way of a resumption of relations. It must have been well known also to the Soviet that Britain intended demanding as a preliminary to recognition adequate guarantees against Soviet propaganda. Indeed, just a month ago, in the House of Commons, Mr. Henderson openly declared that the Labour Government were not going to tolerate propaganda interfering with the internal affairs of Britain or of any part of the British Empire. He added that it was up to Russia to give a very definite undertaking on that point, and to see it carried out. Well knowing the British attitude on this matter, and also being fully conscious of the fact that the Soviet delegate would be required to discuss all outstanding questions, Mr. Dovgalevsky then blandly turns round and demands, as a preliminary to any discussion of these subjects, an exchange

of Ambassadors between the two countries. In other words, he asks for unconditional recognition. The British Foreign Secretary is to be commended for his emphatic reply that the immediate resumption of Anglo-Russian relations is impossible.

A vital point to be remembered is that, in reply to the British invitation, not a word of objection came from the Soviet at the implied nature of the discussions. In the circumstances, Mr. Henderson could be forgiven for thinking that Mr. Dovgalevsky had come empowered to deal with the outstanding problems, so as to pave the way for eventual recognition. The bona fides of the British Government are well established by the fact that the Government merely wished to create the machinery for dealing with war debts, trade, etc., and was even prepared, once that machinery was created, to seek Parliamentary sanction for an exchange of Ambassadors, even if a complete settlement of all outstanding issues had not been reached. From start to finish, the British attitude has been consistent and above-board. For the Soviet to say that Britain has now put forward new circumstances is obviously untrue. The boat is really on the other foot. Summing the situation up, it becomes clear that Russia all through the piece has shown a lamentable lack of sincerity, and has not been prepared to make anything whatever in the nature of a friendly gesture, unless and except Britain were prepared to give way to please Moscow's vanity. Whether anything more will be done to resume the conversations, time will tell. But, to put it mildly, there is little, if any, inducement for Britain to make any further move in the matter.

Geneva's Tasks.

The report of the proceedings at the twelfth session of the International Labour Conference at Geneva is most illuminating. A tremendous amount of work has been done, and one has only to consider the range of subjects before the Conference to realize how hard it must have been. Preliminary discussions were held on the subjects of "forced labour" and the hours of work of salaried employees. In both cases an enormous field had to be covered and experts came from all over the world to assist in the work. Then there were the final decisions to be taken on the general question of the prevention of industrial accidents and the particular aspect of it, the protection against accidents of dockers engaged in loading and unloading ships. A glance at the international agreement regarding the dockers shows the detailed accuracy with which the work of the International Labour Conference is performed. Nothing seems to have been left to chance. Every aspect of the question has been patiently studied and carefully tackled with the result that this decision may almost be called a charter of rights on the subject. The Conference also considered some of the striking features of world unemployment, recommending that among coal miners should be placed on its agenda at an early date, preferably in 1930. Fifty delegates spoke in the debate on the report of the Director of the Office, M. Albert Thomas, which gives an opportunity of raising any question of international industrial importance. This is hard work indeed, but when due regard is given to the efforts of the delegates from fifty nations who attended the Conference, it must not be forgotten that the practical side of the Conference, its "staff work," impose a severe strain on the officials of the International Labour Office. Having little to spend on extra help, the Office has to depend on its permanent staff to give unselfishly of their best throughout such a gathering. Length of hours of work is not considered. The work has to be done. The record of the day's proceedings must be printed and in the hands of delegates early next morning. The minutes of committees must be read, translations and interpretations must proceed like clockwork. The secretary of one of the Committees, for example, arrived at the Conference Hall on the Monday morning of the last week at ten o'clock and did not leave again until eight o'clock on the Tuesday evening. It would seem only fair to recall these services when the fantastic statements frequently are made that the "I.L.O." staff inhabit a "nest of luxury," idly lotus-eating in a palace built on the glorious lake-side of Geneva.

DAY BY DAY.

"IF ANYONE REMAINS MODEST UNDER BLAME, HE ASSURED HE IS SO,"
Jean Paul.

Mr. and Mrs. Harry Odell returned from Shanghai by the s.s. President Lincoln.

The Government is inviting tenders for Boundary Street, forming a road by covering in the nullah west of No. 8 Railway Bridge.

Mr. W. R. Scott, of the Hongkong Government service, returned to the Colony by the s.s. President Lincoln, accompanied by his bride.

Mr. C. C. Black, shipowners' agent, arrived here by the s.s. President Lincoln. He will be stationed at the Furness (Far East) Line, Ltd., in Hongkong.

It is notified that the under-mentioned tender has been accepted:—Construction of two wooden refuse lighters, Messrs W. S. Bailey & Co., Ltd.

The silk forwarded from here, by the Empress of Asia on the 10th July arrived in New York (St. John's Park) on the 31st July, having been 21 days in transit.

Formerly in the Kobe office of the American Mail Line as accountant, Mr. E. J. McGann arrived here by the s.s. President Lincoln to join the Hongkong office.

The rainfall registered at the Botanic Gardens during July totalled 23.23 inches. There were only seven days when no fall was recorded, the highest registered being 3.05 inches on the 22nd.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, been pleased to recognize Herr Bruno Hahn as Acting Consul in Hongkong for Germany.

It is notified that the Greyhound Racing and Entertaining Company Limited, with be struck off the Companies Register, if it fails to obtain a certificate to commence business within two months.

Owing to its great length, "Uncle Tom's Cabin," the big Universal film which is being shown from Sunday to Wednesday at the Queen's Theatre, will be screened at special times, 2.30, 5.00, 7.15 and 9.20.

H.M.S. "Castor" is to carry out gunnery practice in Mira Bay on Saturday, 10th August, between 10 a.m. and 12 noon. The practice will be conducted from west of Grass Island and directed towards Sharp Peak. Passing craft should keep north of the line joining Bate Head, Wong Chau and South Channel.

Several lots of Crown land are to be sold at the P.W.D. offices on the 19th instant. They are:—Kowloon Island Lot 2209 (about 9,870 feet, upset price \$21,938), Kowloon Island Lot 2210 (about 20,567 feet, upset price \$41,134), Kowloon Island Lot 2211 (about 2,882 feet, upset price \$5,485), and Island Lot 2213, Wongneichong (about 1,980 feet, upset price \$7,920).

BRIDGE MADE EASY

by
W.W. Wentworth

(Abbreviations: A—ace; K—king; Q—queen; J—jack; X—any card lower than 10).

Six Allib Conventions.—6.

Another misnomer convention is "always play through strength." Assume that you are second hand and have the lead on the third round. Dummy's remaining cards are:

Spades A Q 5
Hearts A Q
Diamonds A K Q J
Clubs K J

Following this convention, literally you would lead through the strongest suit, diamonds. But east may be holding the Ace-Queen of clubs. If you lead a diamond, the declarer will probably be delighted for it will give him an opportunity to discard losing clubs on the winning diamonds in the dummy.

Before leading through the dummy, always attempt to visualize your partner's hand and then lead in a manner which will not enable the declarer to capture your partner's possible winning cards. If you cannot draw an inference as to your partner's holdings, lead through broken suits such as A X X, A J X, A Q X, K X X, Q X X, K Q X, K J X, K 10 X in preference to such solid suits as A K Q J, A K Q, K Q J 10, A Q J X X, K J 10 9 or A K J X.

THE TRANSATLANTIC MAILS.

How they Are Quickly Speeded Ashore.

"Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds." So reads the inscription on the facade of the Post Office Building in New York; so functions the postal service with its vast ramifications, serving a nation, on duty twenty-four hours a day, in every day of the year. So also, does the branch engaged in the handling of foreign mails discharge its obligations to the thousands of persons awaiting the personal or business mails from overseas.

When letters bearing the foreign stamps and postmarks of exotic spots arrive at their destination within an incredibly short time from the hour of arrival of the ship which has brought them across the broad Atlantic, it is, in a sense, a tribute to the efficiency of the Post-Office Department and the New York Central Railroad, for the former supervises the system employed, while the latter mans and operates the boats which go down the harbour to speed the transatlantic mails ashore.

There is always something fascinating about a trip down New York Harbour, although the statement is relative. A pleasant day in May, with a departure from uptown New York in the forenoon, has a greater degree of attraction than the embarkation at the Battery on a government cutter in the grey dawn of a winter's day, with the tiny cabin filled with customs and immigration men, and the only alternative a wind-swept deck, lashed by waves which freeze as soon as the water hits the low deck.

The good ship President is the official government mail boat. By arrangement with the New York Central Lines it is operated by the railroad, and at all hours of the day and night, sometimes three or four times a day, the President hastens down to Quarantine, there to relieve the ocean liners of their load of mail, ranging from a few hundred to as many as 14,000 sacks.

It was on the President that we shoved off from Pier 72 bound for the Quarantine Station to meet the Mauretania, arriving from Southampton and Cherbourg with some 6000 sacks of mail, a load which my guide, an official of the Post Office, asserted was a light lading compared with some arrivals.

Ferries carrying the commuters from New Jersey to New York, barges in convoys destined to the upper reaches of the Hudson and the State Barge Canal, trim yachts en route for a week-end journey up state, tugboats towing lighters from Manhattan to all parts of the harbour, crossed and crisscrossed as the President picked her way down the bay. Huge ocean liners on either side of the river added to the pageantry of the scene, their sterns protruding into the stream, while busy barges loaded and unloaded freight on the offshore sides.

The voyage to Quarantine is never long enough on a bright day and as we neared Staten Island, the Mauretania loomed in the distance, her four red funnels, with their black tips set at a rakish angle, lending an air of speed as she swung into the channel, came opposite the station and let go her anchors.

So close a contact is maintained between the Post Office and incoming vessels that the President, with her own radio operator, is able to gauge almost to the minute the time the ships will reach Quarantine, and as the Mauretania's anchors slid down with a rattle of chains, the mail boat eased up to starboard quarter, even as the yellow flag denoting medical inspection rose to the big ship's peak. On the opposite side two other New York Central boats—the steam lighters 6 and 16—were standing by, for wireless information had enabled the railroad and postal authorities to figure how many mail boats were necessary. Also, advance information had indicated on which side of the vessel the city mail and on which the railroad and trans-pacific mail was to be unloaded. The President was to take off the city mail.

For a little steamer of 732 gross tons and 158 feet in length, drawing only sixteen feet when fully laden, to take 3160 sacks of mail on her lower deck in one hour and thirteen minutes, seems incredible.

But that is all in the day's work for the Post Office, the New York Central, and the steamship lines which bring the mails from overseas.

As an ebb tide was running, the Mauretania's bow pointed up the stream, and Capt. George Durning brought the President slightly astern of the big ship, came about

smartly, and eased alongside the porthole without so much as scratching the paint of either vessel. A chute was speedily hoisted to the big ship's main deck, the upper part inclosed in canvas, greetings were exchanged, and the waybills were dropped down to the gallant little President. Followed, the registered mail, which was stored in a locked receptacle forward. Then came the first class, second and third class, parcel post and foreign mails. As they came down the chute at a rate of almost fifty a minute, the crew of the mail boat—railroad and postal employees—sorted and stored them with a precision and accuracy which betokened long practice.

Our guide started with pride that the crew felt duty bound to get the sacks away as rapidly as they came down the chute—in fact, it is something of a race to see if the liner can discharge its mail faster than the receiving ship can sort and store it, and the American mail men exert themselves to the limit to prevent foreign vessels from feeding them the mails faster than they can store them. There is, in fact, an element of international rivalry—a daily sporting event—in lower New York Harbour which the sports writers have not yet deluged to notice.

Strange words and names are called out as the sacks are received and passed down the port and starboard sides of the President. Clerks armed with prepared forms repeat the names and make a check mark on their records. These forms are ruled in such a manner that when the mail has all been received a complete entry is available, showing the number of sacks from Paris to New York, from London to Bermuda, from Madrid to Lima and any of the other numerous points of origin and destination of mails handled through New York.

Colourful mail bags, bearing stripes of all hues, are swung hastily aft, and a rapid inspection discloses such inscriptions as Postes France, Grant Britain, and Jamaica, Servicio Internacional (Spain), Deutscher Reichspost (German), Correos del Peru, Schweiz Postes Suisse, Svizzera (Swiss), Postes d'Autriche (Austrian), Magyar Kir Posta (Hungarian), Poste Italiana, and Helsinki Finlande.

It is an international scene, indeed; a lesson in the ties that bind the nations together; an evidence of the close bonds that exist between far-flung countries of the world; a class in commercial geography. Each man appears to know just what to do with each sack. They are intelligent individuals, these postal workers, men with as evident pride in their jobs and in the rapid performance of their tasks. The cries go on: "Budeapest New York, Bombay empty, Moscow New York, Vienna-Brooklyn, Guayaquil-Hamburg, Burma New York, Paris-Lima," and other points of origin and destination, which the entry clerks repeat and check on their records in lightning fashion.

A primary separation has been performed on the Mauretania; a resorting by destinations goes on as the mails come down the chute to the President and, had the day been foggy, or had the liner arrived in the evening, too late to dock until the morning, the mails for Boston, Buffalo, Washington, and the air mail for Chicago would have been delivered to addresses in those cities even before the Mauretania had reached her dock in New York. But even with conditions propitious for the incoming ships, the method of taking off the mails, at Quarantine, varies from four to eight hours, and before the big ship had reached her pier, the mails were being distributed to local post offices, or being loaded in mail cars at the President's dock for rapid movement, north, east, south and west, not only to Boston, to Washington, to Florida, but westward to Calgary, to San Francisco, or to connect with transpacific ships for Australia, New Zealand, and the Orient.

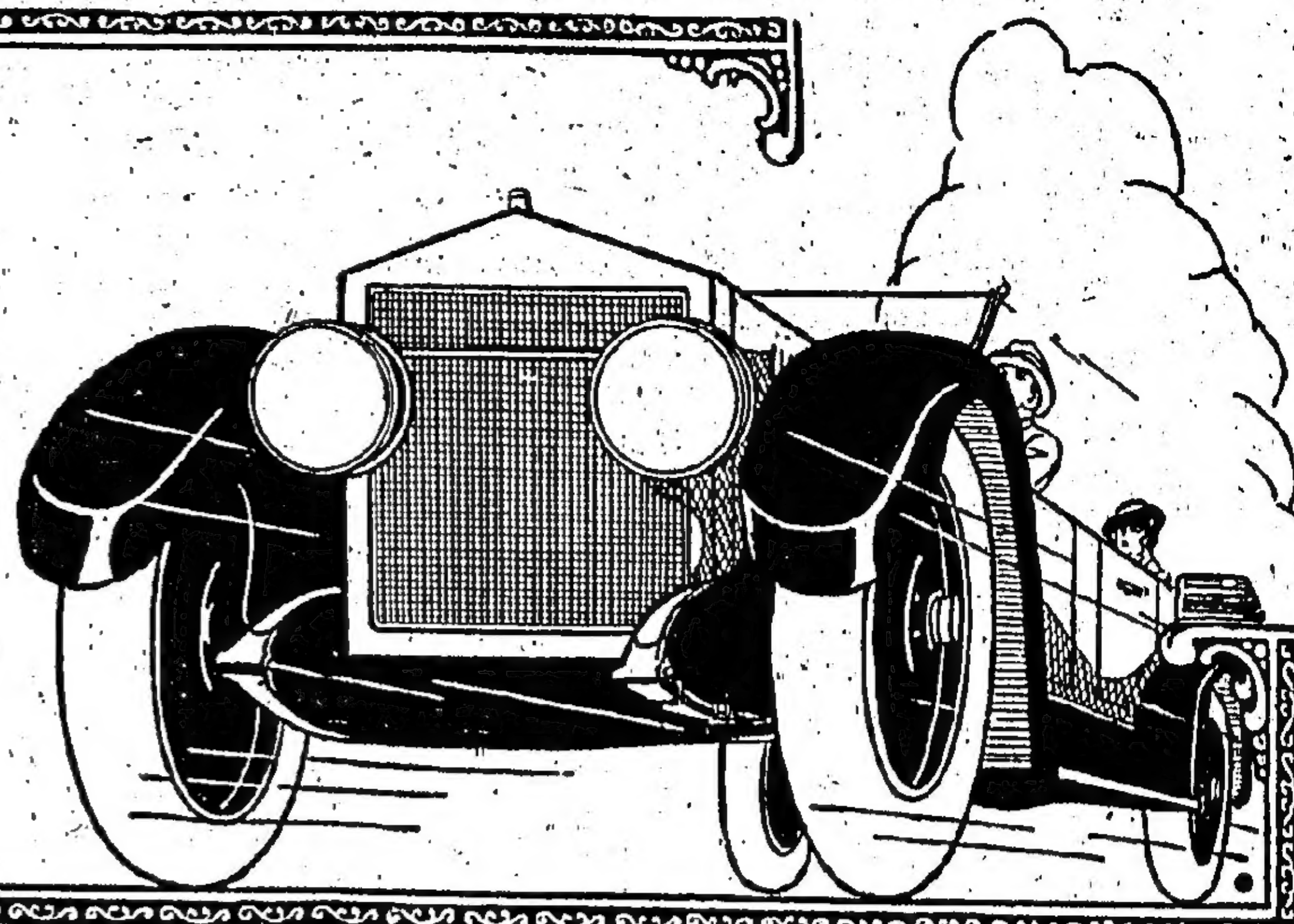
Last year 1,500,000 sacks were handled by the President and her companion lighters. With two boats relieving, one on either quarter, as many as 5000 sacks an hour can be discharged. The foreign mails are increasing in volume at a rate of 10 per cent annually, our guide informed us, the biggest load ever brought into port being that handled by the Mauretania on Christmas Day last year, when the President and six tenders took off 14,000 sacks.

The chute had been set up at 11:57 a.m. and at 1:13 p.m. the President had received 3160 sacks. Captain Durning looked up at the

(Continued on Page 7.)

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 3rd AUGUST, 1929.
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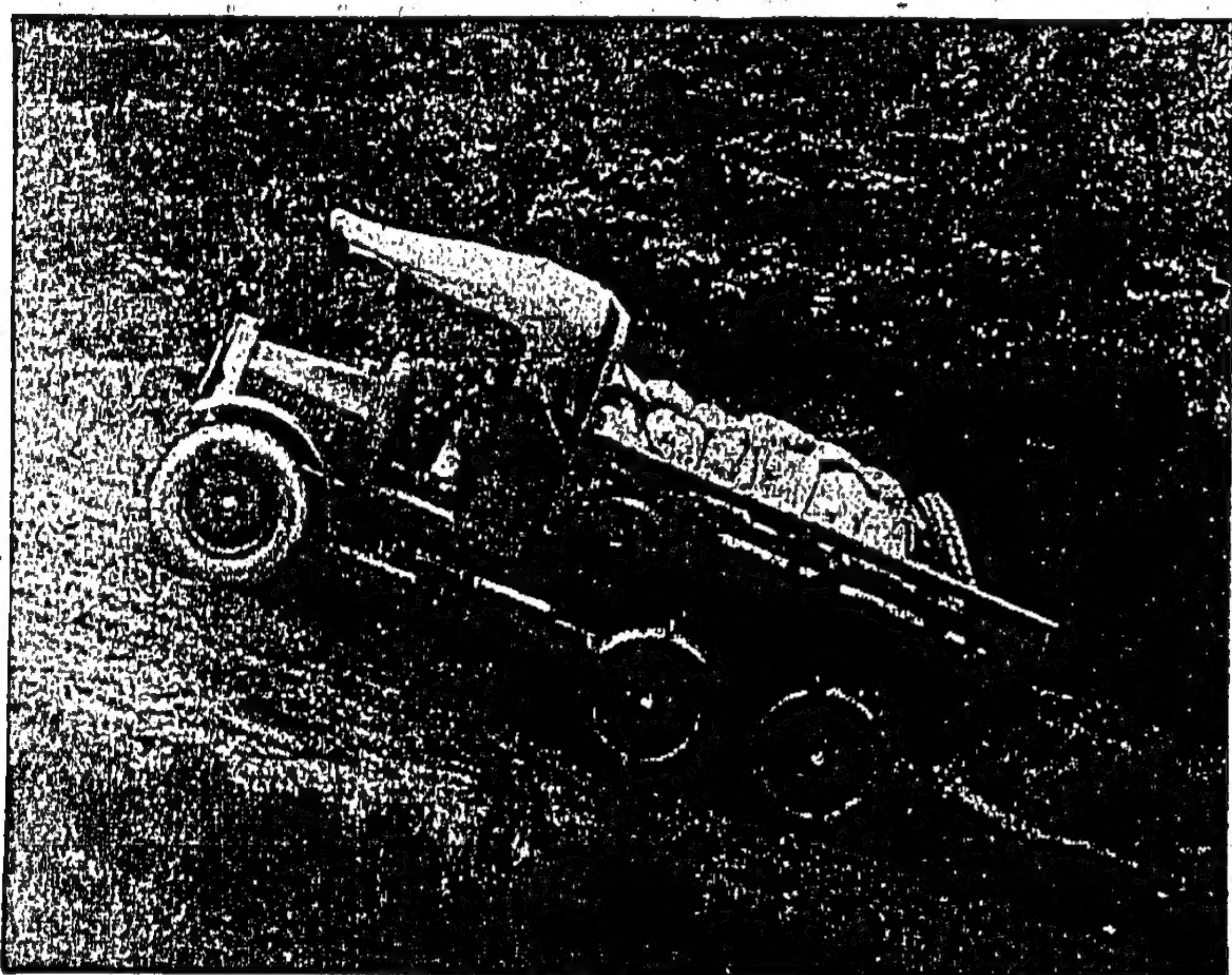
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DEMONSTRATING SIX-WHEELERS.

Convincing Performances in Canada.



The above picture shows a Thornycroft six-wheeler negotiating a stiff climb over rough country.

Thornycroft six-wheeled vehicles have been used on demonstration work in many parts of the world, says the Commercial Motor (London), often operating under conditions that might be considered insuperable to the average four-wheeled vehicle, and the excellent impression they have conveyed is well reflected in the increasing number of orders for such machines which is being received from many overseas countries. The number of good performances with which these demonstration six-wheelers are credited has just been added to be the successful accomplishment of a tour by one of the maker's "A.3" type models through the mining districts of the Province of Quebec, the information relating to the run having been received from Thornycroft (Canada) Ltd.

The run commenced from Maniwaki, which is the terminus of the C.P.R. railroad, and it was arranged in conjunction with many concerns operating in the district who were interested to have an opportunity for observing the vehicle's capabilities. In all,

seven of their representatives accompanied the lorry, which brought its load up to a total of approximately 2½ tons.

This part of Canada is devoid of made roads, and, hitherto, tractors have been employed during the summer months for taking up the necessary food and supplies to the mining camps. These vehicles weighing 7 tons unladen, have made their own trails which, having no proper bottom, are for most of the year up to a foot deep in thick mud. There are, furthermore, numerous holes and occasional rocks, and these, in consequence of the rigidity of the tractors, have been responsible for many breakdowns. It was, therefore, hoped to emphasize the economic value and merits of six-wheeled vehicles, if as was anticipated, they could succeed in over-coming the transport difficulties of the district.

In the early stages, severe conditions called for the fitting of non-skid bands, but on changing these later for separate chains on

the driving wheels, such excellent progress was made that after a seven-hour journey to Lacroix, it was decided not to proceed to the intended destination, a matter of 50 miles farther on.

Around the camp fire, so to speak, the day's performance of the Thornycroft six-wheeler was discussed, and everyone freely acknowledged its capabilities. The next morning another route was chosen for the return journey to Maniwaki. The road conditions on this stretch were even worse and at times the ground was so uneven that the front wheels of the Thornycroft six-wheeler were in the air, but it ploughed through the mud and water entirely on the traction of the rear bogie.

In comparison with the tractors employed the six-wheeler had put up an average of more than twice their speed for less than a quarter the consumption of petrol. The trial proved a complete success, and is expected to yield several orders from the engineers of the concerns interested.



CURRENT COMMENT

Castle Peak Road.

The landslide which caused the temporary closing of the Castle Peak Road proved a very serious matter, and it will be some time yet before the road can be opened to motor traffic. Some thousands of tons of earth and rock have to be removed, and although the work is being pushed on with all speed, it is doubtful whether it will be safe to make a temporary traffic passage by next week-end. In the meantime, the only alternative is to take the longer route via Fanling, which after all, provides a very pleasant change of scenery.

Damaging Roads.

It is really surprising that steps are not taken to prevent the damage to roads caused by the iron tyred coolie drawn hand trucks. Especially in the western district can daily instances be seen of these cumbersome vehicles being zig-zagged along the roads,

the wheels cutting ruts in the road surface. Even although this particular type of vehicle is necessary, definite regulations should be laid down regarding loading weight, and exemplary fines should be inflicted in every case of non-observance of such regulations. The question is a really important one, although it would seem that no interest is taken in preserving roads in a logical manner. It is all very well to spend large sums on road maintenance, but unless some care is exercised in preserving the roads, the money is to a certain extent wasted. Surely in the interest of economy, it is advisable to erect a weighbridge in a central locality in order to stop once and for all, this wanton road damage.

Road Wanted.

Practically every inch of available space for the erection of makeshifts at Repulse Bay has been taken up, and there are doubtless

many people who are unable to obtain sites. Just beyond the Repulse Bay Beach, however, are two excellent beaches which at present are only used by those who venture a rough journey down the hillside, or by launch parties. The ideal solution would be to either extend the present low road, or to build another road with the object of opening up such desirable bathing localities. The distance is not great, and although a large proportion of rock would be encountered, we do not imagine that the work would prove very costly. In any case, a large number of makeshift sites would be made available, and there is not the slightest doubt that they would be quickly taken up. A certain amount of revenue would thus be assured, and what is most important, the problem of providing the much needed additional bathing beaches on the Hongkong side would be greatly relieved. As we mentioned last week, quite a number of bathing sites have been developed along the Castle Peak Road, but they are of course, easy of access. Hongkong is differently situated, but the development of the two beaches mentioned above, would surely be justified.

The Peak Garage.

All Peak motorists will be interested in the announcement

CAR SALESMANSHIP.

Expert Knowledge
Needed.

MECHANICAL FACTS.

In the early days of the automobile, like all new industries, the sales went from one period of advancement to another until to-day we find it a highly specialized business. Those who are considered veterans in the automobile business point out that in the infant days of the motor car, not alone did the public have scant mechanical knowledge, but the majority of salesmen also were more or less in the dark regarding the definite mechanical operation of their products.

A different situation exists to-day. Salesmen make a complete study of their products, not only because it is one of the fundamentals of good salesmanship, but they sell to know the goods they sell, but because the buying public has become "motor wise," and is apt to trap a salesman into a statement which the prospect knows is untrue.

It was nearly fifteen years ago that John N. Willys, president of Willys-Overland, Inc., builders of the Whippet four and sixes and Willys-Knight sixes, secured the American patent rights to the Knight sleeve-valve engine. Mr. Willys immediately saw the distinct advantages of this new type of power plant and a short time later after making exhaustive tests, launched into production of the Willys-Knight car.

This brought another change in automobile salesmanship since the Knight sleeve-valve engine differed materially from any other type of engine on the market, its exclusive design entirely eliminating piston valves through the use of sliding sleeves.

The Willys-Knight salesman must know that the very design of the sleeve-valve engine makes it naturally adaptable to high compression work without the use of a special high grade of gasoline; that its quietness of operation is a result of its being built on a principle which employs only quiet mechanism; that because of the use of sleeves instead of valves, the owner is never put to the trouble and expense of valve grinding; that it is simply constructed, actual count showing it to have from ten to thirty less actual parts than other engines; that it actually grows smoother with use because every action of the engine is either rotary, eccentric or sliding, with no clashing of parts, and all bearing surfaces are lubricated by controlled full force feed lubrication.

that Messrs. Lane, Crawford, Ltd., have taken over the F. A. K. Garage as from the first day of this month. The building is, of course, thoroughly modern in every respect, and in addition to the usual garaging facilities, has a number of private lock-up compartments. The firm's main service station and workshops are situated at Wanchai, where the most up-to-date machinery has been installed for effecting all manner of repairs. All intricate repair work naturally has to be carried out at the latter establishment, but the convenience of a depot and Garage on the Peak operated in conjunction with the main station, will, doubtless be greatly appreciated by Peak residents. Although Lane, Crawford's association with the local motor trade is not of long standing, the motor department is quickly gaining a reputation for good organization and reliable workmanship under the personal direction of Mr. A. J. Allison, who has taken very great care in staffing his department with capable and experienced motor mechanics.

Found.

A wheel cap and radiator badge have been found by the H.K.A.A. patrols. Owners may obtain these upon application to the Honorary Secretary, H.K.A.A.

DEVELOPMENTS IN MOTOR BOATS.

Experiments with Outboard Motors.

Jacob Dunnell's famous feather-weight mystery boat, built especially for him to break the world record in time trials at Worcester recently, proved a complete failure. The entire outboard racing world was agog at the report that he was constructing a new marvel of remarkable lightness with which he expected to astound, confound and defeat all rivals.

Many sceptics would not believe that a hull could be built large enough to hold a man and weigh as little as the reported weight of 30 pounds for Dunnell's boat. However, Dunnell built a hydroplane of unusual length for a racing outboard—16 feet—and it weighed only 45 lb.

It could be done. He made it of plywood. He expected it to hang together only long enough for him to try it out a bit and then make twelve runs in the attempt to break two class records. But it didn't work out that way.

Strong as she appeared when finished, she failed to withstand the racking of her trial run. She went to pieces while Dunnell was trying her out on the day of the time trials. Her bottom literally dropped out of her. The wrenching on a hull when the power is applied can hardly be reckoned, even by a keen naval architect like Dunnell. He had tried out most carefully the light-hull-big-power idea, had added length to bolster up the result—and had failed. So everybody thought, that morning at Worcester.

The Sturdier Hydroplane.

But Dunnell had another surprise up his sleeve—or rather, in the boat house. It was another cleaned hydroplane of sturdy build. She was 14 feet in length, with low freeboard, rounded chines and remarkably clean lines beneath. She was unusually heavy for a speed racing outboard boat, weighing at

least 225 pounds. This was Dunnell's other experiment.

With this second boat, heavy and sturdy though she was, Dunnell made racing history at Worcester. With his big Johnson "Sea Horse" motor turning up at 5,300 r.p.m. or more and rearing around the course on a higher key than any of those of his rivals, Dunnell drove his big hydroplane to victory in spectacular fashion and in record time.

The way that hydroplane hugged the water as she passed at break-neck speed was the wonder of the experts on the committee barge. The boat was built for a Class E motor, apparently, and no other boat seemed to respond to just this power as did the heavy Dunnell hydroplane, which made some of its rivals look puny on the race course. These two experiments by Dunnell constitute a valuable contribution to the progress of the outboard racing sport and to the development of outboard boats for everyday use. The tendency in racing circles to make hulls lighter and lighter and expect them to take more and more power has reached its limit.

It was impractical beyond a certain point, and that point was passed by many some time back. Dunnell, scientific student of design and problems of outboard efficiency, showed up the situation in its true light. He believed with many other veterans that lightweight hulls were not the solution of greater speed, but he wanted to give the idea a full trial.

Weight is necessary to an outboard boat to carry it against head winds, just as weight is necessary to a baseball to carry it to the plate when thrown from the outfield. The underbody lines and trim of the boat have much to do with it. Power alone is not the answer, either, as was demonstrated by the failures in the Albany-New York race.

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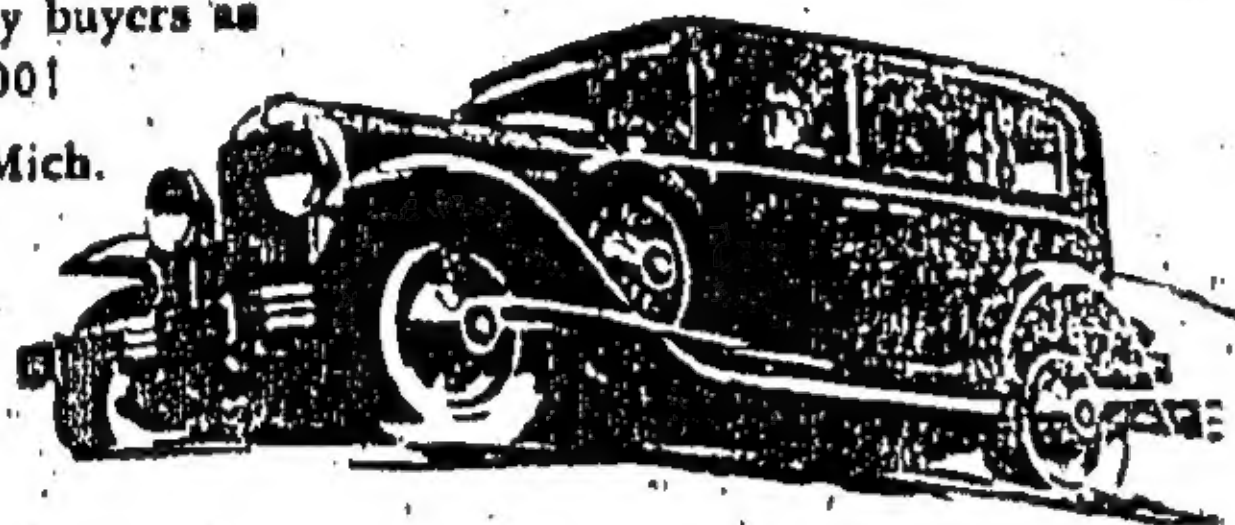
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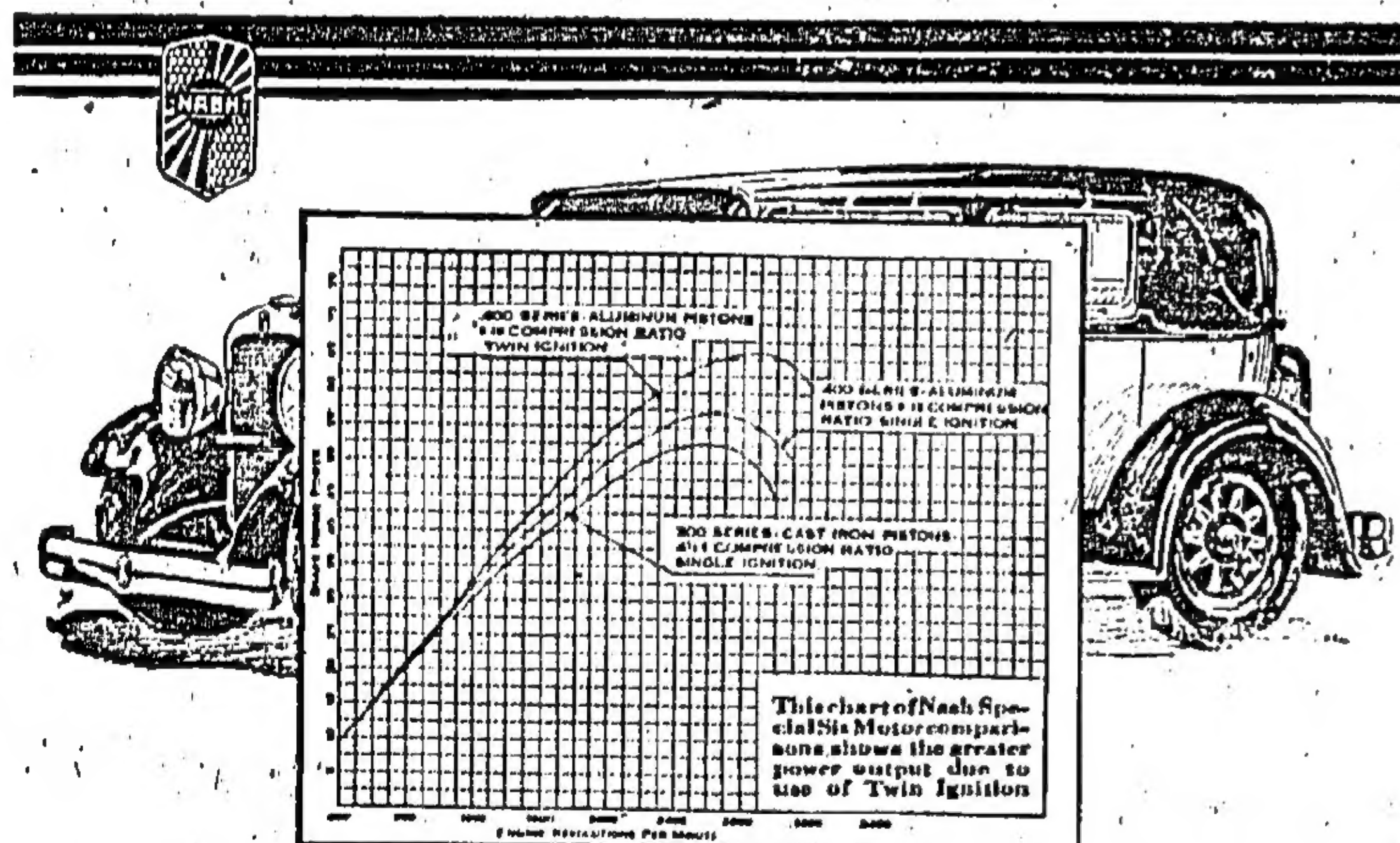
"Traffic congestion," says a report of the American Automobile Association, "is that condition existing on the highway when the individual is unable to proceed at a desired or legal rate of speed."

BUS HELPS SCHOOL.

There are more than 1,250,000 school children who ride 10,875 buses to school daily in the United States, according to the American Automobile Association. These buses cover more than 410,000 miles daily.

EVOLUTION OF AUTO.

Motor vehicle registration in the United States increased from 4 in 1895 to 24,493,124 in 1928. Fifty-five per cent of the cars are in towns with populations less than 10,000.



What Twin Ignition Does

THE New Nash Twin-Ignition motor has two big aircraft spark plugs for each cylinder, instead of the ordinary single plug.

Both plugs fire simultaneously. The gas vapor is ignited at two points instead of the usual one. One effect is quicker combustion, which produces more power, more speed, much faster acceleration. Another result is more uniform combustion, which helps to create the very noticeable smoothness and rhythm of Nash motor performance.

And still another result of Twin Ignition is more efficient combustion, which prevents wasted fuel.

With Twin Ignition, instead of single ignition, higher compression is practical, and the same Nash motor produces 22% more horsepower, 5 miles an hour more speed, and 2 extra miles from every gallon of gasoline.

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COMMON SENSE WITH THE CAR.

Operation—Lubrication and Temperament.

In the tenth of the fourth series of "Radio Talks to Motorists," the Vacuum Oil Company's lubrication engineers stress the need for a study of the car one is driving, and of a complete "understanding," if such it could be termed, between driver and car.

How many of us operate our motor cars as if they were really a part of ourselves? Do we feel that synchronism—that perfect harmony—which should exist between the "thing of steel" and ourselves? Some years ago—before motor cars were as common as they are to-day—one would often hear the expression: "He is a good horseman;" and that was one of the highest compliments one could say of another in the realm of sport. An analysis of this expression would develop the fact that "he" had his heart and soul in horses—and that there was some kind of a bond between the two. He had the faculty for control of such animals, and thoroughly sensed their whims, temperaments, and peculiarities, and could develop in them performance to the extreme degree—an animal under his direction would behave and answer instinctively every wish of its rider.

It's Off Days. "What has that to do with motor cars?" you say. A motor car is simply a thing of steel, inanimate without that power of compelling affection. Well, that may be true in an actual physical sense, of course, but did you ever see a locomotive engineer pat his engine affectionately after a hard run? Almost any locomotive engineer will tell you that his charge has its whims—its off-days and its good days—its fits of temper and such like. It is also a well-known fact that some engineers can get better results out of their engines than others would if placed in the same cab.

Why is that? It is because the more efficient man has had more years of experience. Not altogether that. But he had allowed the great mechanism of iron and steel to become a part of himself, as it were. "The thing of steel" seems to feel and respond to the master's touch. How true all this is, too, of motor car driving. There are many drivers who operate their cars over long periods of time without much actual trouble or expense. The machines always seem to be in tune, always ready to respond, and yet the owners drive just as hard and just as far as many others whose results are not at all gratifying. But they do it all in such a different way. For one thing, when driving they keep their cars in perfect balance. If I could take you down to the corner—to the intersection of two well-travelled streets—I could make my machine quite plain. I cannot do it actually but let us pay a pseudo visit, anyway.

Two Examples. Here comes a fairly large touring car, with six people aboard, probably running about 30 miles an hour. The driver intends making the turn. He slows down some, of course, but evidently not enough, because you will notice that those in the rear seat are catapulted to the far side with quite some force. Now, probably this did not entail much of a strain on the chassis in general, but its effect is noticed after several thousands of such turns. And how about the tyres? They suffer severely under such side strains and skidding tendencies, to say nothing of the discomfort of the passengers, who are being bounded around in their seats this way and that. Now watch this other car make the same turn. I happen to know this driver, and simply to watch him perform is an inspiration in itself. His car is just as heavy, he is making about the same speed, and he also is carrying six passengers.

In the first place he doesn't wait until the last minute before applying his brakes; neither does he apply them as if he were jamming on an emergency lever of some sort. In making the turn the inside wheels take the lower part of the road near the gutter, and the car swings around and into the straight-way without being out of balance for a second, much the same as a Pullman car takes a curve—the outer rail is slightly higher than the inside rail—the curve is banked.

Continued Good Service. I have been asked repeatedly: "If I never drive over 25 miles an hour should my car not give long continued good service?" Yes, it should, but it also depends a great deal on just how you drive. The bumps, the holes and other hazards which appear suddenly in front of you at times. Then, too, there are lots of folks who just naturally like to ride rough-shod over everything—do not slow up even for railway crossings. Of course, this kind of driving is not only injurious to the car, but adds

the element of danger as well. They seem to be under the impression that to be careful and cautious shows timidity or a lack of nerve.

To get the very best results from a motor car from a driving standpoint—to secure the greatest amount of pleasure for yourself and comfort for your passengers, one must acquire a delicate touch on both the clutch and brake pedals. We have all noticed at times cars almost jump for two or three feet when starting off. This practice throws a tremendous sudden strain on all parts from the clutch to the rear wheels—probably five times the strain that is exerted when pulling steadily up a steep hill. A piece of common string will suspend a pound weight indefinitely, but lift the weight up a little way and let it drop suddenly and the string will be broken.

Tremendous Strains. The rear axle of your car, the differential mechanism, the drive shaft universal joints, and transmission are all designed with a high factor of safety, and will stand tremendous strains when applied evenly and continuously, but when the car is jerked ahead from a standstill by harsh manipulation of the clutch pedal all these members have to absorb the momentum of a heavy fly-wheel suddenly, much the same as the piece of string subjected to the shock of the falling weight. This sort of careless clutch manipulation carried on over a period of time works untold damage, and may be the cause of a serious breakdown some time when least expected, and, of course, such a breakdown will happen, as usual, when you are "miles from anywhere."

There are many little neglects of driving that will pay one well to acquire. They will give much added pleasure in driving, both to yourself and your friends—will add a factor of safety to the trip

FRONT WHEEL DRIVE.

Motor Engineers' Plan.

GREATER SAFETY.

With the first quarter of the year behind it, the automobile industry enters the second period at full speed and with every indication that factory facilities will be strained to their utmost capacity for weeks to come. January and February were record breaking months, and no doubt March will be found to have been, with a final check-up by the various manufacturers. This will be sure to show figures for the initial quarter of 1929 that will surprise the manufacturers themselves. Spring demands for cars of all makes and prices are surpassing any similar period in history.

While automobile manufacturers and their engineers jealously guard the nature of their experiments, not a few of them will

and go a long way towards eliminating all those aggravating and expensive repairs which so frequently become an unwelcome necessity to the motor car which has been operated in an ill-advised manner. So, tune up—get yourself in tune with the engine, the clutch accelerator, brake, and car as a whole, and operate it in a manner calculated to cause your friends to remark, "He is a good driver."

admit that they are at least looking into and watching closely the possibilities of the front wheel drive. Such a potential innovation would greatly simplify the engineering problems involved in rear axle construction. The hazard of skidding also is said to be cut down when a motor car is pulled rather than pushed from the rear.

Hopes for Next Year.

One automobile manufacturer has planned to come out with a front wheel drive this year, but has delayed his plans to work out improvements. Next year will probably see a few of those engineering efforts ready for approval.

In an effort to give their designing engineers something to shoot at, manufacturers attempted throughout the winter to find out wherein automobiles now in use have failed to satisfy. It developed that although the cars in use were several years old, on the average, the owners generally were satisfied.

Seventy-nine per cent, of the answers to 500 questionnaires reported body satisfaction. Riding qualifications were classified as good by 84 per cent of the owners; steering qualities good by 78 per cent; brakes satisfactory to only 55 per cent; engines satisfactory by 81 per cent; 76 per cent found the gear shifting good.

The perfect automobile, however, is yet to be built; a fact that is realized especially by the automotive engineers themselves.

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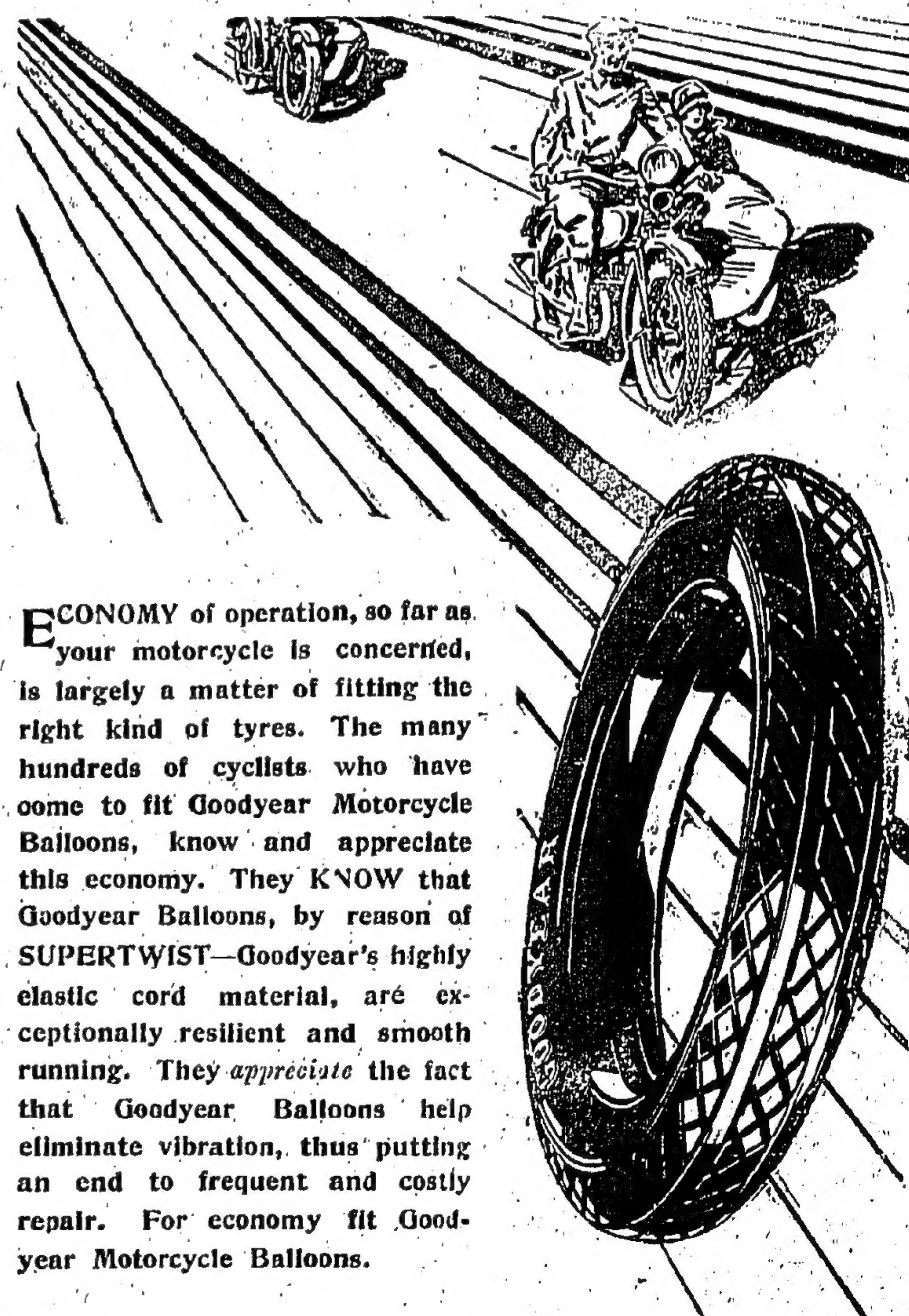
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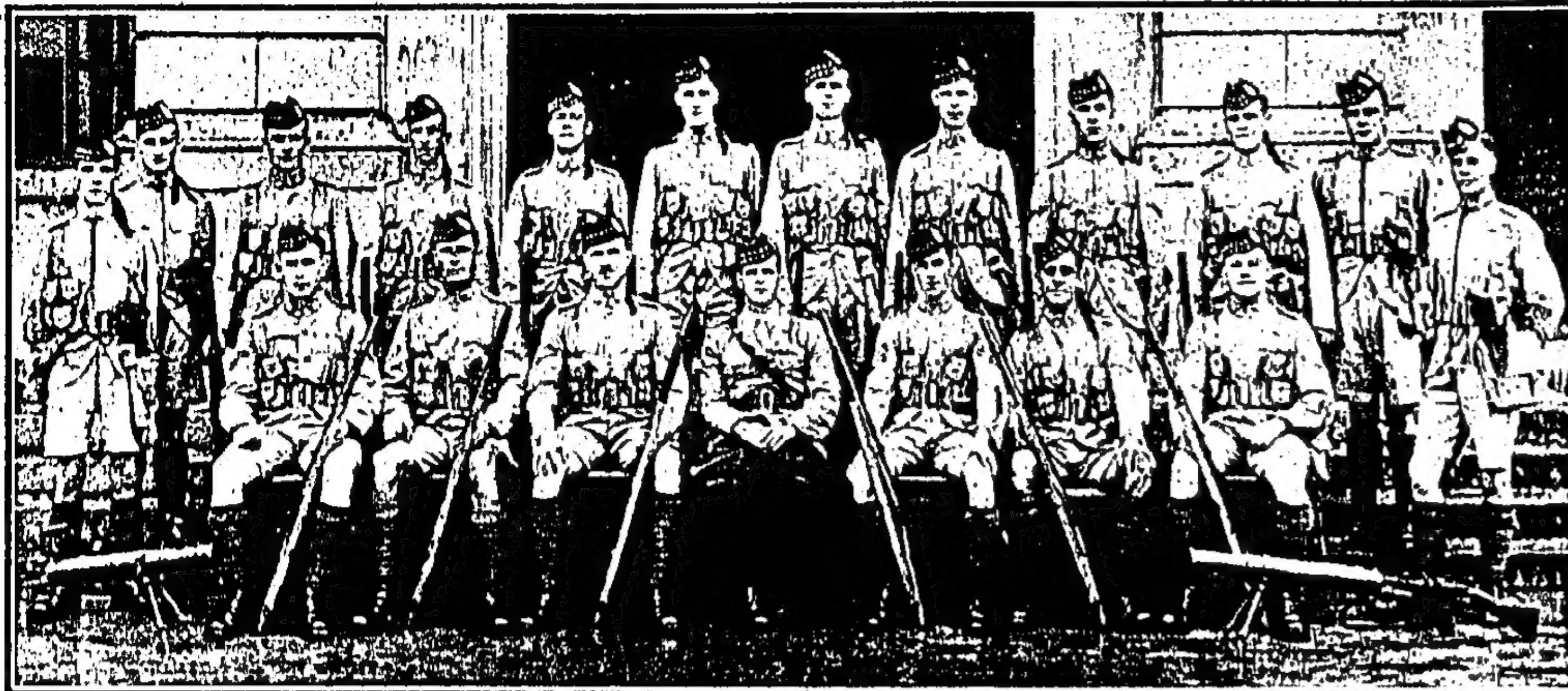
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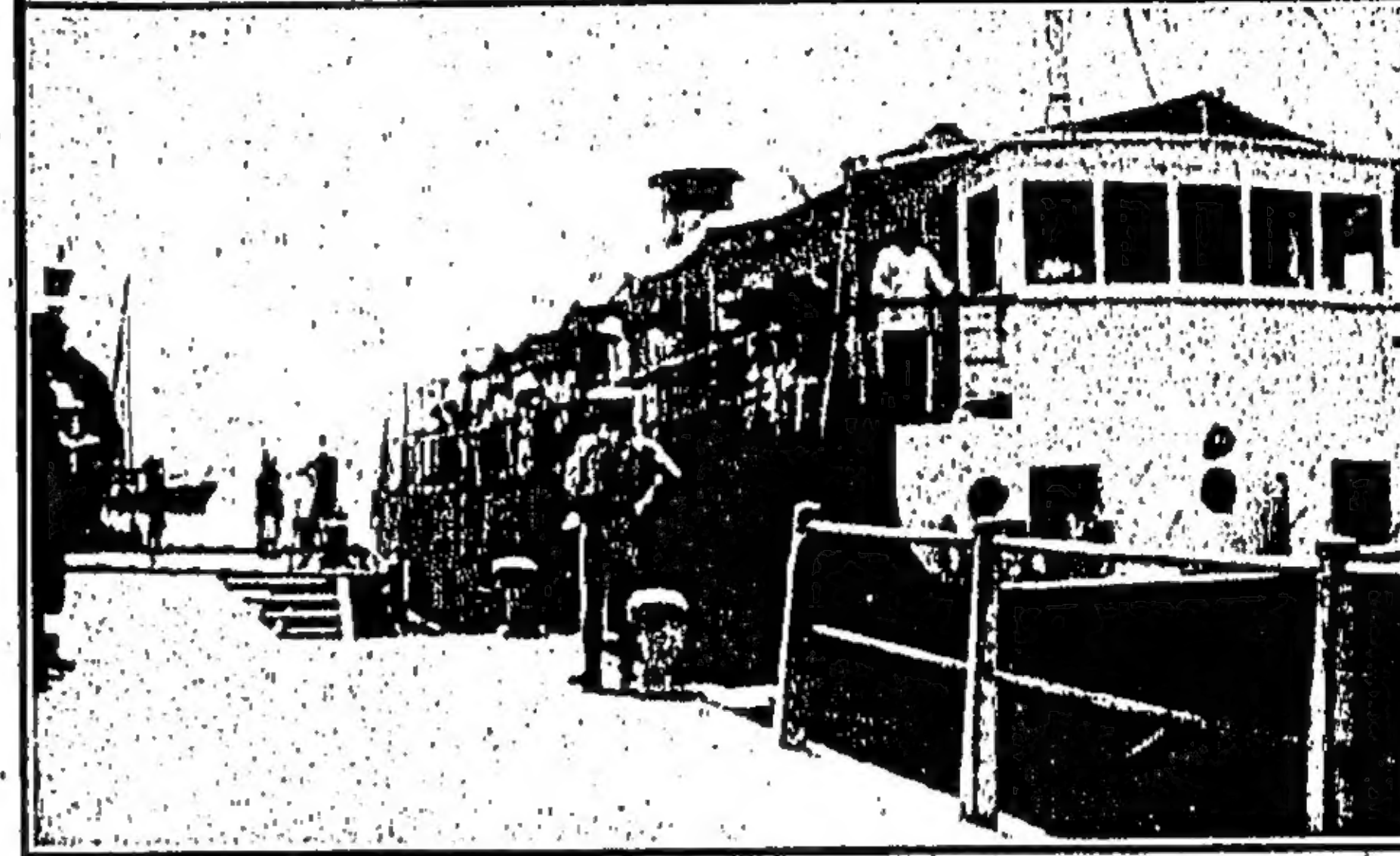
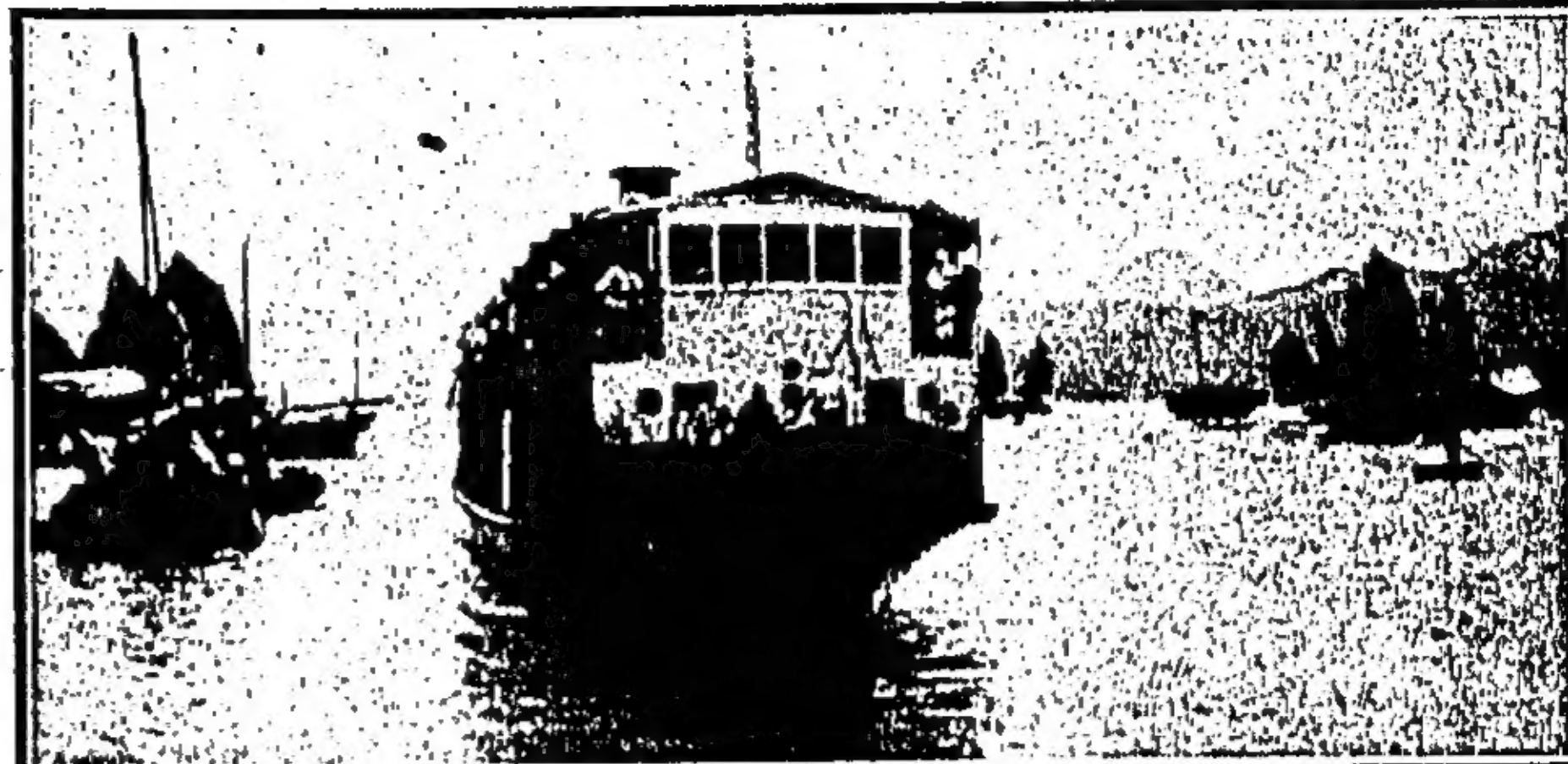
No. 10 Platoon, C. Coy., 2nd K.O.S.B., winners of the 1st Army Cup abroad, which also got 7th place in the Company Shield out of all entries in the British Army. Those shown in picture are Ptes. Francis, Wills, Innes, Newson, Jew, Jordan, Pilson, L/C Hughes, Ptes. Bringham, Elliott, Mulvey, L/C Tait, Cpl. Belfield (Platoon Comdr.), L. H. A. Kelly (Coy. Comdr.), L/Sgt. Fenner, L/C Brooks, L/C Martin and Pte McAuley. Absent:—Pte. Broomfield. (Photo: Ming Yuen).



Group taken after the wedding, at St. John's Cathedral, of Mr. P. A. Dragon and Miss B. I. Chenalloy. Miss Lucy Lee was the bridesmaid and Dr. K. C. Yeo the "best man," whilst Mr. S. T. Lo gave the bride away. (Photo: Ming Yuen).



A striking fashion seen recently on one of the famous French race-courses. (Photo: Central News).



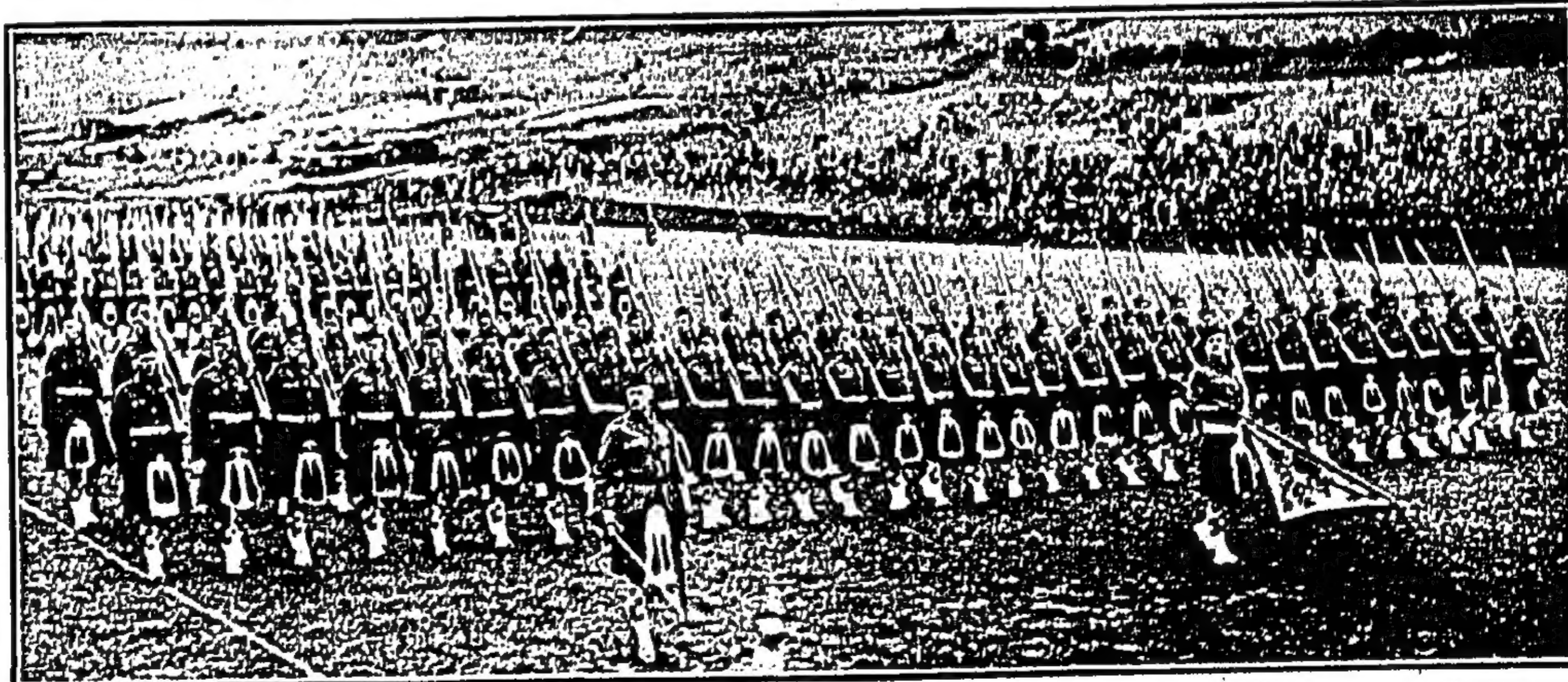
The above pictures show the new motor ferry-boat "Sun Chau" arriving at Cheung Chau on her first trip from Hongkong. Built at Talkoo to the order of the Hongkong and New Territories Ferry Co., Ltd., she has cut down the time for the trip by half an hour.



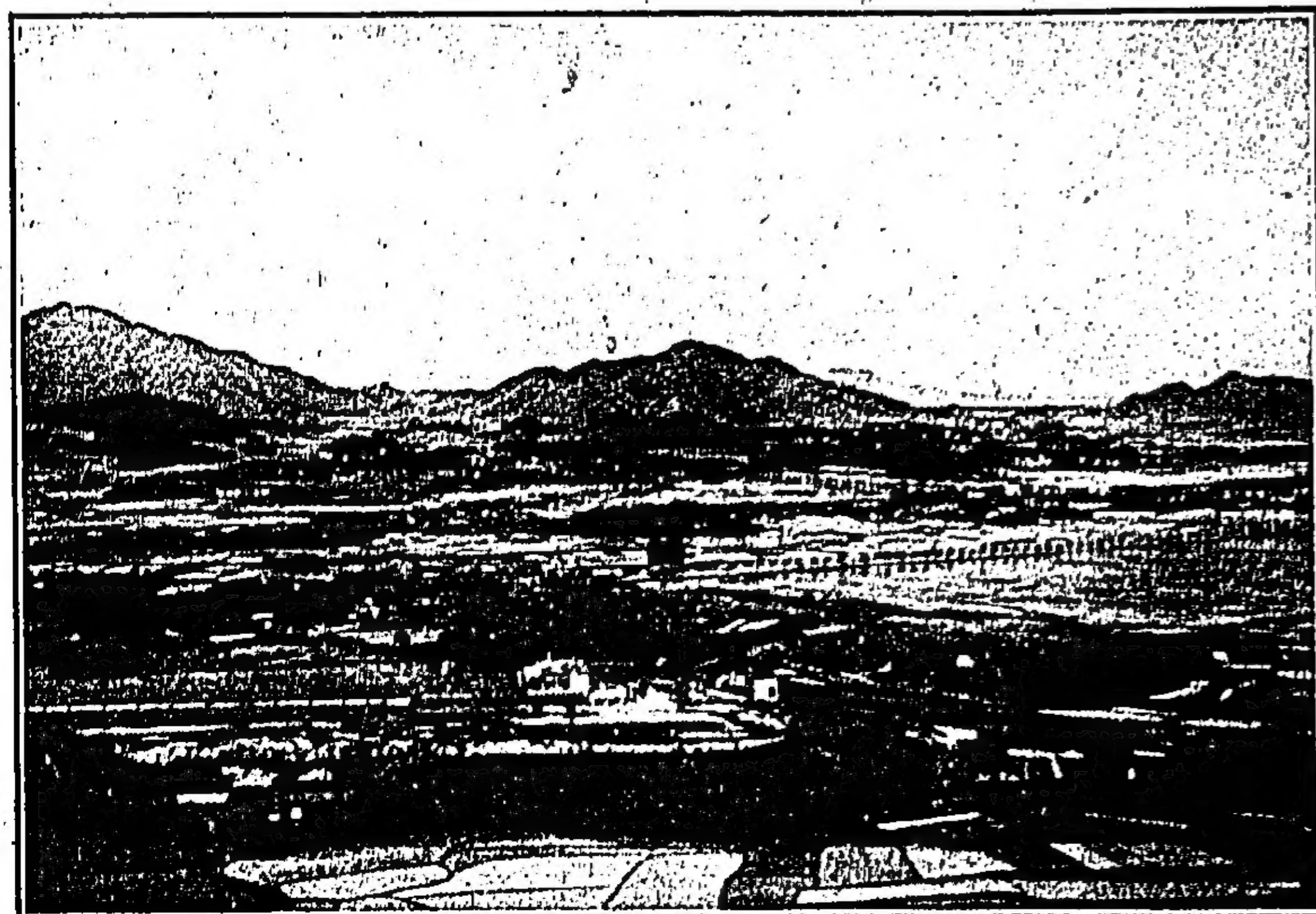
London crowds recently gave His Majesty the King a tremendous welcome on his return to Buckingham Palace from Windsor. His Majesty is here seen, with the Queen, acknowledging the cheers of his subjects. (Photo: Central News).



Lady Godiva's procession passing through the streets of Coventry during the pageant in aid of hospital funds. Miss Mariel Hellerup took the part of Lady Godiva and had as her escort nuns and Saxon Thanes. (Photo: Central News).



This picturesque scene shows the 1st Battalion Seaforth Highlanders marching past when H.R.H. the Prince of Wales took the salute at the Trooping of the Colour at Dover recently. His Royal Highness also attended the regimental games. (Photo: Central News).



This striking aerial picture was taken near the Fanling Golf Course on the 16th July. It shows the effects of the heavy rains, most of the countryside being flooded. (Royal Air Force Official Photograph).



Here are seen the Godino brothers, the Filipino "Siamese" twins, and their wives. They were recently married in Manila and were in Hongkong this week.



Two remarkable creations, depicting the latest trend in fashions, are here shown. They were seen recently at a French racecourse. (Photo: Central News).



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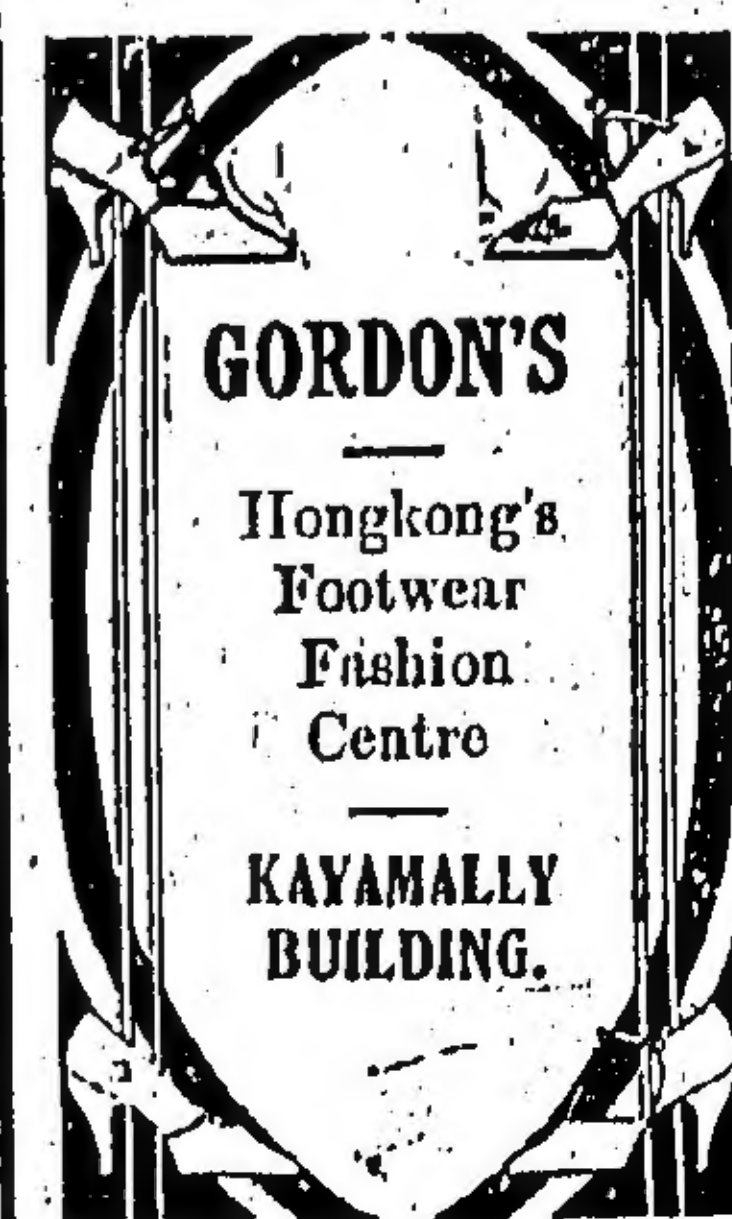
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WILL SATISFY YOU—**

Buy it from
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MISS ISHBEL MacDONALD. NOW HOSTESS AT 10, DOWNING STREET.

When Mr. Ramsay MacDonald moved into 10 Downing Street as the Prime Minister of Great Britain for the second time, his eldest daughter, Miss Ishbel, once more assumed the difficult position of hostess in the rambling, old house provided by the government for its chief minister. She thus again becomes the most conspicuous young woman in the kingdom, except for members of the Royal Family.

Five years ago, when her father suddenly was called to the post of Prime Minister, she was a girl of 20, studying domestic and social science at King's College, London, with a view to fitting herself for social welfare work in which she always has been deeply interested. The hearts of English women went out to the young girl who was forced into such a prominent place, with so little warning. Mr. MacDonald is a widower, but his daughter showed a poise and a knowledge which was little expected in one so young.

At that time, the wife of a well-known old party politician, and herself a great social leader, wrote to the girl, offering to help her choose her frocks and to give her some points in Court etiquette, as she was sure to be presented at the next Court held by Their Majesties.

Miss Ishbel's reply was short, sweet and final:

"Thank you very much, but I have already chosen my gown and I think I shall know how to behave at Court."

Before the family moved in, she visited No. 10 and was shown all over the place by Mrs. Baldwin, wife of the retiring Premier.

No. 10 is very old and is a hard place in which to keep house, because of its very large kitchen and its many staircases. The government supplies most of the furniture, the cooking utensils, the brooms and brushes, but the glass and china and the linen are supplied by the tenant. Miss Ishbel never lost house for her father at their simple home in Hampstead. They had a Scottish housekeeper who has been with the family for many years. In fact, she saw Alastair, the Premier's eldest son, grow up to manhood and marry, and settle down for himself; she saw the other son, Malcolm, grow up to graduate from Oxford and this time himself be elected to Parliament, and she also looked after the three daughters of the house—Misses Ishbel, Joan and Sheila.

Five years ago Miss Ishbel was the youngest hostess in the history of No. 10. Although now nearly 25, she still is the youngest hostess in English history. The last time she was a success from the start. To the old official house she succeeded in imparting an atmosphere of home to some of the



rooms where her father could get away from the cares of state.

The family's own sitting room was very plainly furnished—grey paper on the walls, two writing desks, a few chairs covered in cloth. There was only one picture on the wall—a framed photograph of a seat in Lincoln's Inn Field, inscribed:

"This seat has been placed here in memory of Margaret Macdonald, who spent her life in helping others. She took no rest for doing good."

The picture was significant. It was symbolic of the great love the Socialist leader bears for the memory of his dead wife and the equal worship the children have for her.

Miss Ishbel neither smokes, drinks nor dances. The Royal Family had her and her father as Easter guests at Windsor Castle and afterwards the Queen described her as a charming girl.

Since she left No. 10 in 1924, and returned to Hampstead, Ishbel has led a busy, happy life. She finished her studies, travelled with her father in the United States in 1927 and in Canada in 1928. She showed herself a fluent speaker in public while helping both her father and brother campaign for Parliament.

She herself was elected to the London County Council for the Poplar division and takes a very active part in its debates.

One of the most charming incidents in her popular life occurred when her father, as Prime Minister, was entertained by the Press Club. It also happened to be the time she was celebrating her coming of age. The club sent her a silver ink stand inscribed:

"From the London Press Club to Ishbel with love on her twenty-first birthday."

On another side were the quaint words:

"Say what you like, but be careful what you write."

There are still a number of people who can convince themselves that Bacon was really the author of Shakespeare's plays, and among them is Mr. Alfred Mudge, who has just written a book advancing the philosopher's claims to the laurels of the poet. This is the title of his book: "The Self-named William Shakespeare, the Prince of Wales, born legitimate but unacknowledged: Son of H. M. Queen Elizabeth and the Earl of Leicester: Baptized in the false name of Francis Bacon, Philosopher, Dramatist, Poet and Arch-Martyr, whereafter named Viscount St. Albans." This at least is downright

200TH ANNIVERSARY.

LESSING'S SERVICES TO THE THEATRE.

The year 1729 brought as a gift to Germany and to the civilized world one of its most distinguished sons and apostles of culture, the poet and critic, Gotthold Ephraim Lessing. There is full justification for the celebration of the 200th anniversary of his birth; but the poet who wrote "Mimna von Barnhelm," "Emilia Galotti" and "Nathan" has no need of artificial reususcitation by means of such festivities, for the poet's works and the thinker's spirit are still alive and active at the present day and thus give proof of a real immortality.

For, if it was possible, for example, to give a performance not long ago of the tragedy "Emilia Galotti" in modern dress and modern surroundings, with complete success and without the affectation evident in many other modernizations, this provides convincing proof of how unconsciously the spirit of Lessing adapts itself to our times and what an unspent and active effect it is still capable of producing.

Lessing's dramas are by no means staged by the modern theatre as a purely pious cult of civilization, but from the certain knowledge that, apart from their literary-historical and classical value, it is, above all, a question of plays, potent on the stage, full of theatrical effect and certain of applause, and possessing an unceasing and ever fresh power to create an impression.

Theatrical Practice.
In the same way, it is not only the art historian or the art theorist but also the modern stage manager and actor or theatrical critic who turns to Lessing's "Hamburgische Dramaturgie" in order to learn theatrical practice from the practice of others. For Lessing's occupation as theatrical critic at the newly founded "National Theatre" in Hamburg had rendered it possible for him to offer his



important lines of guidance for the theatre specialist, based on actual experience.

Lessing has, however, not only won well-deserved fame as one of the dramatists and dramaturgists with the greatest theatrical experience but also as a distinguished critic, a brilliant stylist, an undaunted champion of the truth and a guide of popular sentiment. The so-called "Letters on Literature" and the profound philosophical work on the "Education of the Human Race," but



Jacqueline and Jeanette Thompson, twin sisters, (aged seven) born at Westcliffe, Essex, and have lived in Hong Kong and China for five years.

BONNIE TWINS

—and the reasons!

Their mother is justly proud of such bonnie girls, and she pays high tribute to two worthy British products—

Gibb's Dentifrice

and **Ovaltine**

which she is fully convinced, has each, in its particular sphere, achieved wonders for Jacqueline and Jeanette.

Recently interviewed, their mother, Mrs. B. Thompson stated:—
"The twins have never failed to brush their teeth morning and night with Gibb's Dentifrice from the age of 1½ years.—They have never had toothache and to this day have not lost a single tooth. They look strong and pearl-like."

"When they were two years of age, on the voyage out from England, they commenced having Ovaltine, and ever since they have had it for breakfast, at 11 o'clock, and for supper, and they have never grown tired of it."

"Ovaltine has been the foundation of the children's growth, health and happiness. They have not had a day's illness since they have been out East."

MOTHERS — WHAT ABOUT YOUR CHILDREN?
TWO IDEALS — HEALTH and HAPPINESS
TWO REASONS — GIBB'S DENTIFRICE and OVALTINE

also the mentally acute differentiation of the arts of painting and poetry in "Laocoon," prove that in this case the sphere of the thinker is intimately connected with that of the poet.

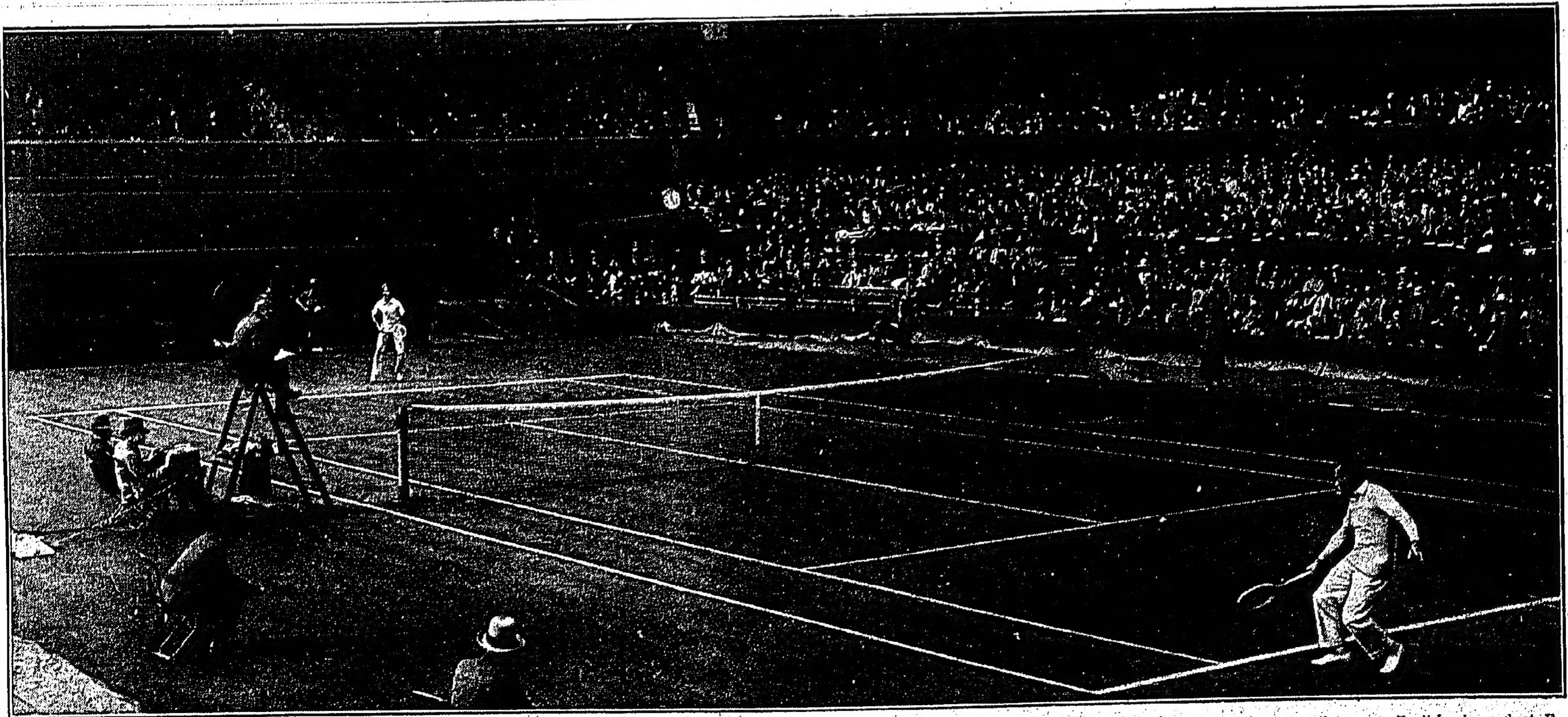
His constant support in his life and creative work is his distinguished and noble mental attitude, his straightforward and frank manner of thinking as a man, which from the outset helps to gain our sympathy for the poet. The best portrait of Lessing, now in the National Gallery at Berlin, is by his contemporary, the painter Tischbein, and the frank facial expression with the flashing intrepid eyes reveal the courageous, straightforward, proud man.

In the drama he is fond of

portraying exemplary characters and types of noble-mindedness and firmness of character, in order that they may convey a moral lesson in an acceptable form. "Nathan" is the typical portrait of the wise and noble man, "Philotas" is the heroic youth who sacrifices himself voluntarily out of patriotism, Tellheim, in "Mimna von Barnhelm," gives his honour a higher place than happiness in love, "Emilia Galotti" goes to her death in order to preserve her chastity from the despotic power of the prince which presses hard upon her.

Real People.
But in spite of this, Lessing's characters are not mere personifications of virtues but re-

main real people. Lessing was indeed one of the first dramatists in Germany to foster the domestic drama, as for instance, in his "Miss Sara Sampson," in which the action is laid in English middle-class society, because the spectator can only really actively sympathize with what may possibly happen in his own surroundings. In the highly polished dialogue and rigid construction of his dramas Lessing clearly followed the architectural rigidity of form of the classical school of the French theatre. In this way he was the first to give to the German drama the severe discipline and therewith the firm foundation which it had previously above all required.



All-England Lawn Tennis Championship: Austin-Hunter Match.—One of the most interesting matches on the Centre Court at Wimbledon was that in which H. M. Austin, the young English player, beat F. T. Hunter, the American, by three sets to one. Austin is seen on the left of our picture. He was later defeated, in the semi-final, by Borotra, the French player. (Times copyright.)

Clothes to Keep Cool In

Comfort

Is of First Consideration
In Planning
A Mid-Summer Wardrobe



I
Jean Patou Expresses
Preference for Black
And White in This
Bathing Ensemble.
In Which the Color
Scheme Is Carried Out
From Hat to Shoes.



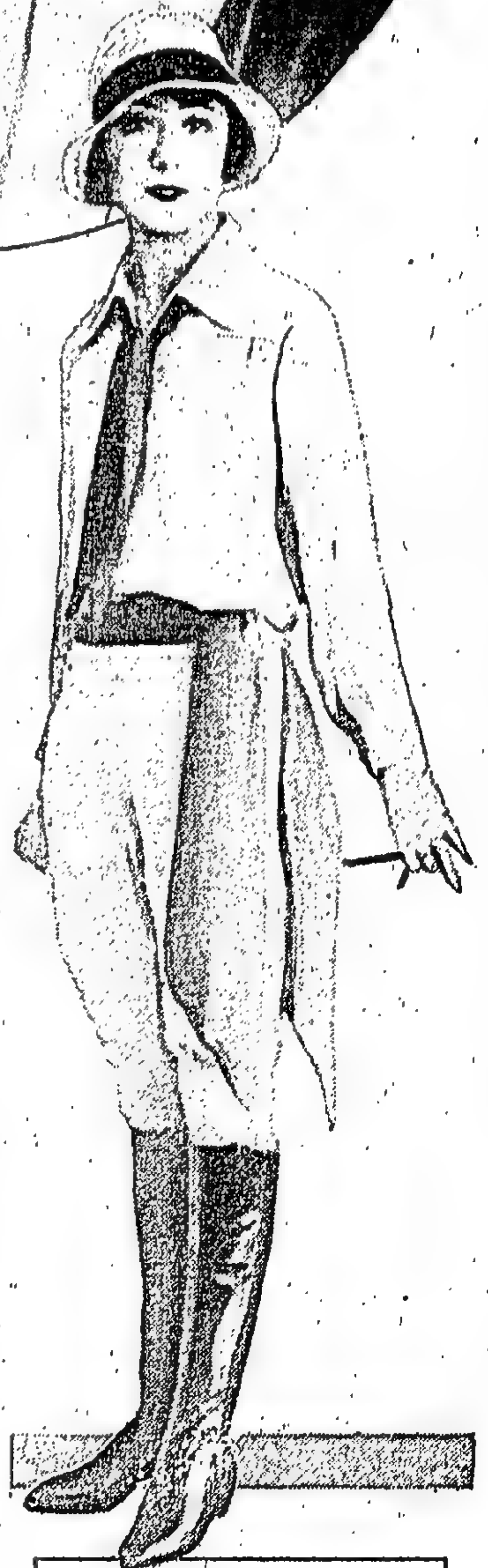
IV
This Jenny Afternoon Dress
Is Made of a Red and Brown
Linen in Modern Design,
Trimmed in Brown Foulard



II
Diaphanous and Gleaming Is This Unusual Chantal Evening Ensemble.
It Consists of a Primrose Yellow Mousseline de Soie Cape, Worn Over
A White Mousseline de Soie Dress Entirely Embroidered in Diamante.



III
From Helene Corbett
Comes This Chic
Restaurant Turban
Of Black Crinoline
Straw, Shaped in an
Off-the-Face Model.



V
Redfern Created This Original
Riding Outfit for Mlle. Devillers,
Star of the Renaissance Theater
In Paris. . . . The Breeches Are
Grege-Corkcree Silk, the Blouse
And Sash of Grege Crepe de Chine.

CHIC CLOTHES are the ideal of fashion, even in the torrid days, and there seems an illimitable choice this year. The new, fuller garments really are cooler than the tight, straight lines. The suntan fad has done much to lower rear necklines and do away with superfluous rear collars, scarfs and capes. Sheer fabrics do the rest.

And there are some novel ideas introduced this season. Silks and satins go to the beach; ginghams, dotted Swiss, linens and voiles go to parties. All in all there is a spirit of real democracy in fabrics.

Straw hats have at last staged such a comeback that they more than rival felts for mid-summer. The big, floppy beach hat is ubiquitous. So is the medium-sized, pliable straw that does service for afternoon wear, topping lovely organdy or other cotton frocks. The tiny restaurant hat of fine sheer straw that gleams but weighs little is an innovation that is found indispensable for roof garden wear.

Everywhere in frocks there is much more fullness. This applies to waists as much as skirts. Many a blouse has pleats stitched to yoke depth and then pressed. Sleeves have a way of leaving the arm below the elbow and flaring to real width. Paris introduces the idea of what is politely called "long cuffs" which in reality are flaring sleeves that start just below the cap of the arm.

There are new combination ensembles this year which are tremendously chic and cute. They fashion a beach suit of a rather fancy tuck-in blouse, worn with shorts of satin or figured fabric and a coat of figured silk lined with the blouse's material. They add a separate little skirt of the coat's fabric, which Milady may slip on after she suns herself awhile, thus giving her a perfectly smart afternoon ensemble.

I. JEAN PATOU uses black and white for some of his smartest beach outfits. This one carries the black-white idea from a big beach hat of white bound with black to white straw beach shoes with black heel and piping.

The shorts are of fine black jersey de soie, with pleats in them to give plenty of fullness. They button around a white satin sleeveless and buckless blouse. The beach coat is of strikingly figured black and white serge de soie with white sponge cloth for its lining.

II. THE hot-weather evening wrap is one of the problems of summer. One must have an evening wrap, but one does not really need warmth. Chantal solves it by using sheer primrose yellow mousseline de soie and fashioning a cape that is quite long but diaphanous. It ties around the neck, making a smart little bow with hanging ends on one shoulder and leaves the arms quite free.

White is the color pre-eminent for evening dance frocks. But it seems as if party gowns for summer should twinkle in

some fashion. That is the reason so many of the little chiffons have diamante outlining their necks and waistlines. Chantal uses white mousseline de soie embroidering its entire surface in tiny diamante.

This white frock has a suntan back, with bands that make an unusual shoulder line in front crossing just above the waistline in back. The whole decoration of this frock emphasizes the cut of this neckline. Fullness is introduced by a large box pleat in front and godet sides.

Dancing slippers of primrose yellow complete this costume, with suntan stockings that look as if Milady had none on.

III. FOR wear with chiffon ensembles to summer restaurant dinners Paris has invented all manner of new little hats. Helene Corbett uses crinoline straw for this fascinating little off-the-face model, excellent for the woman with regular features.

The straw is very sheer and therefore fine with chiffons. This hat has a plain crown and a novel striped brim, with the little stripes accenting the height of its wearer by standing erect all the way around the head. The sides flare slightly, with the minutest suggestion of the tricorne shape that is finding its way back to favor this season.

IV. PARIS prints her smartest daytime fashions, as is shown in this cute Jenny frock of modernistic linen done in brown, cream and red. The circular skirt has brown foulard for its triangular front panel, running almost up to the crushed girdle of brown silk. The waist is a bolero, cut down into a point front and back so that the girdle shows only on the sides. The V neck is bound in waving lines of brown, red and cream silk which flare in the back to form a triangular collar the shape of the skirt's front panel.

The sleeves are long and tight, fastening with snaps clear to the elbow. With it brown pumps are worn and a little brown straw turban, with a gleaming band of silk straw across the front diagonally.

V. EVEN summer riding togs go cool this season. Redfern creates this new and original riding outfit for Mademoiselle Devillers, well-known Parisian actress. It gives many an idea towards the solution of the hot-weather problem.

The breeches are of grege "corkcree" silk, an imported ribbed material that does not wrinkle. The blouse is of the same shade of crepe de chine, a tuck-in made with turnback, rather loose cuffs and a loose sports collar atop a cute shoulder yoke. The sash is infinitely more informal looking and easier than a belt. This one is of ombre-tinted crepe de chine, in shades of grege, black and rust red. The tie is fashioned of the sash's crepe de chine and the banding of the grege felt hat is of black.

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph

Pictorial Supplement

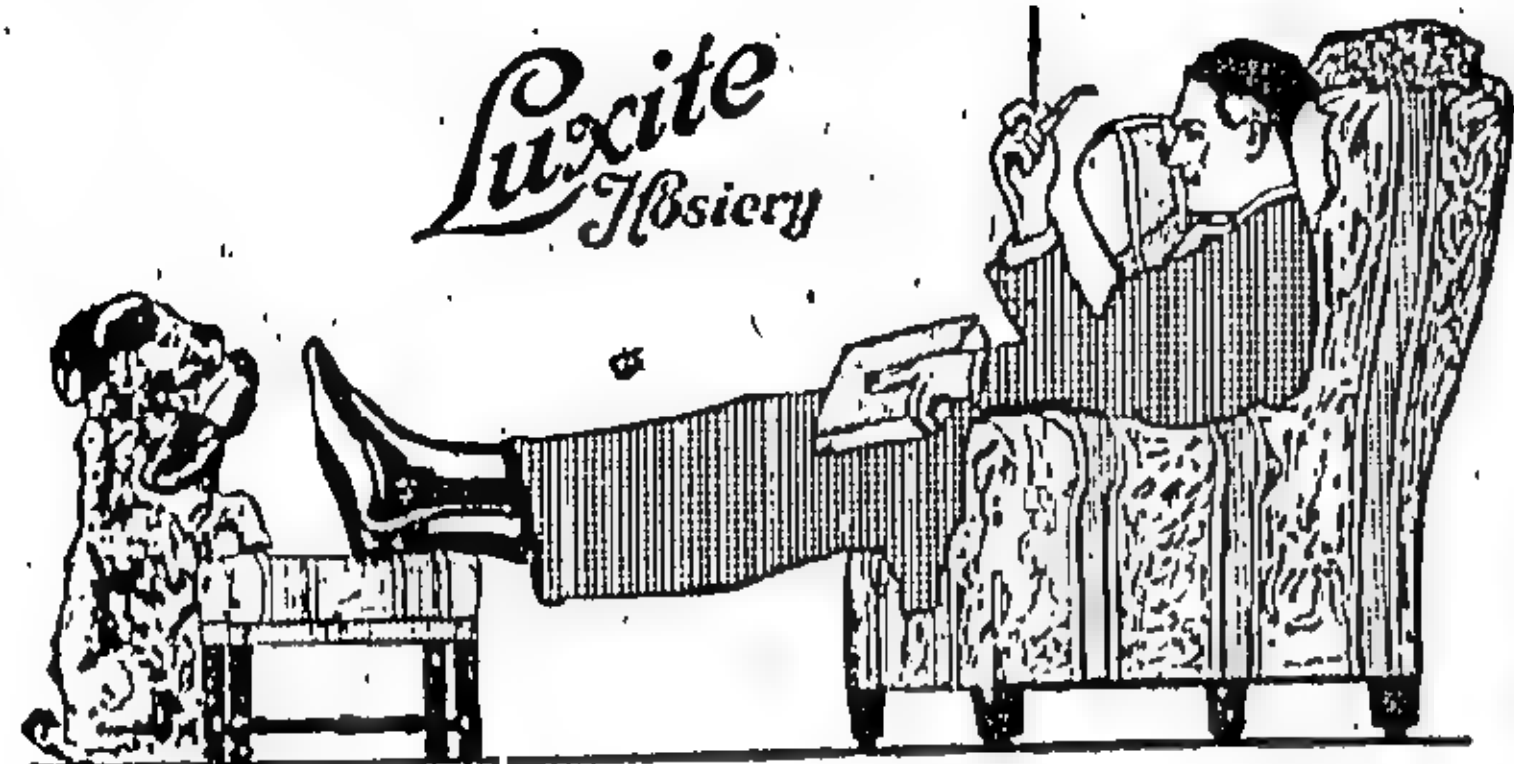
August 3rd, 1929.

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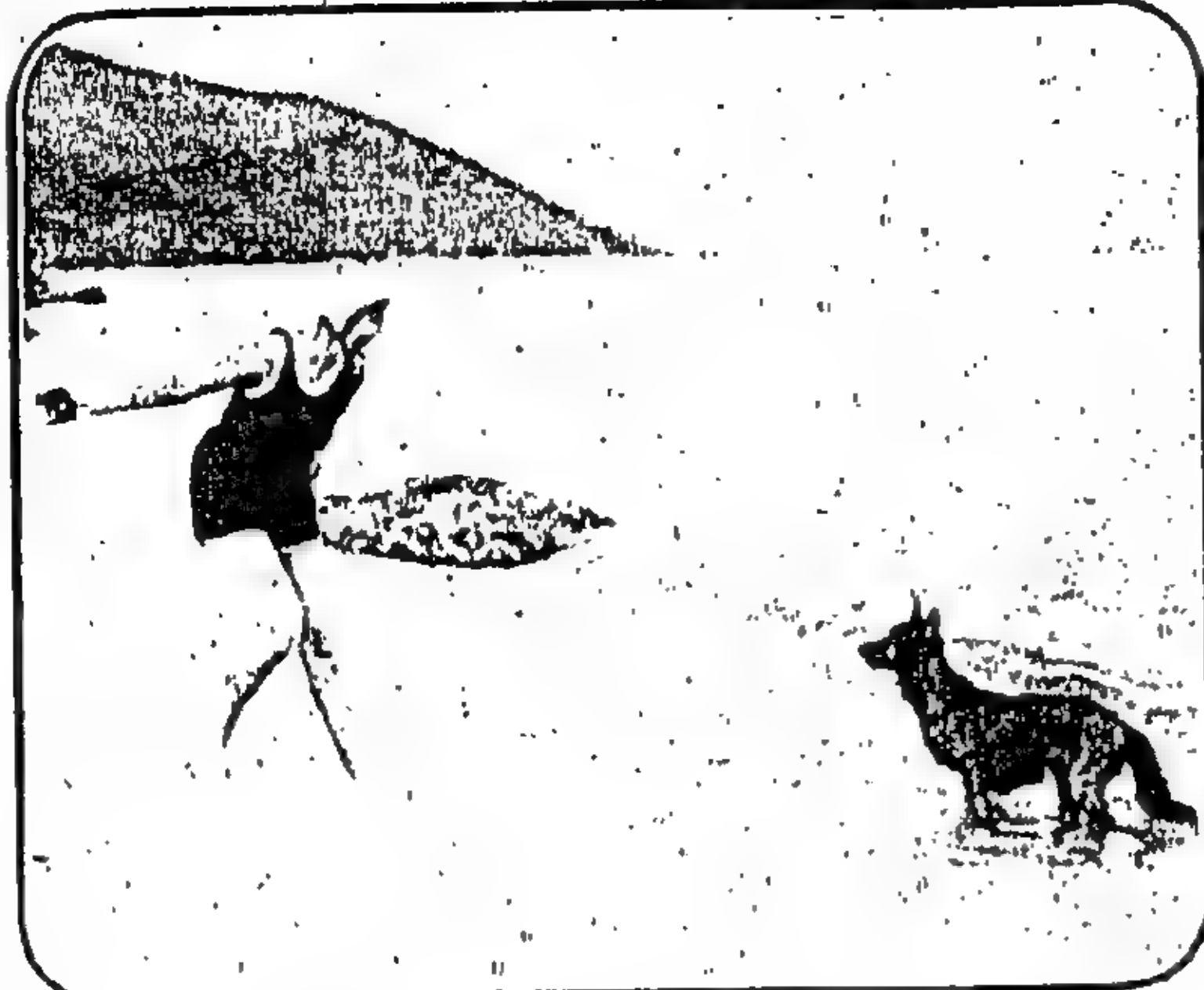


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Here is one of the Bathing Picture Contest photos, of which many others appear on this page. "Fetch It!" is the title. Forwarded by Mr. P. Braga.



"No water restrictions here," says Mrs. G. M. Deane, who submits the above picture.



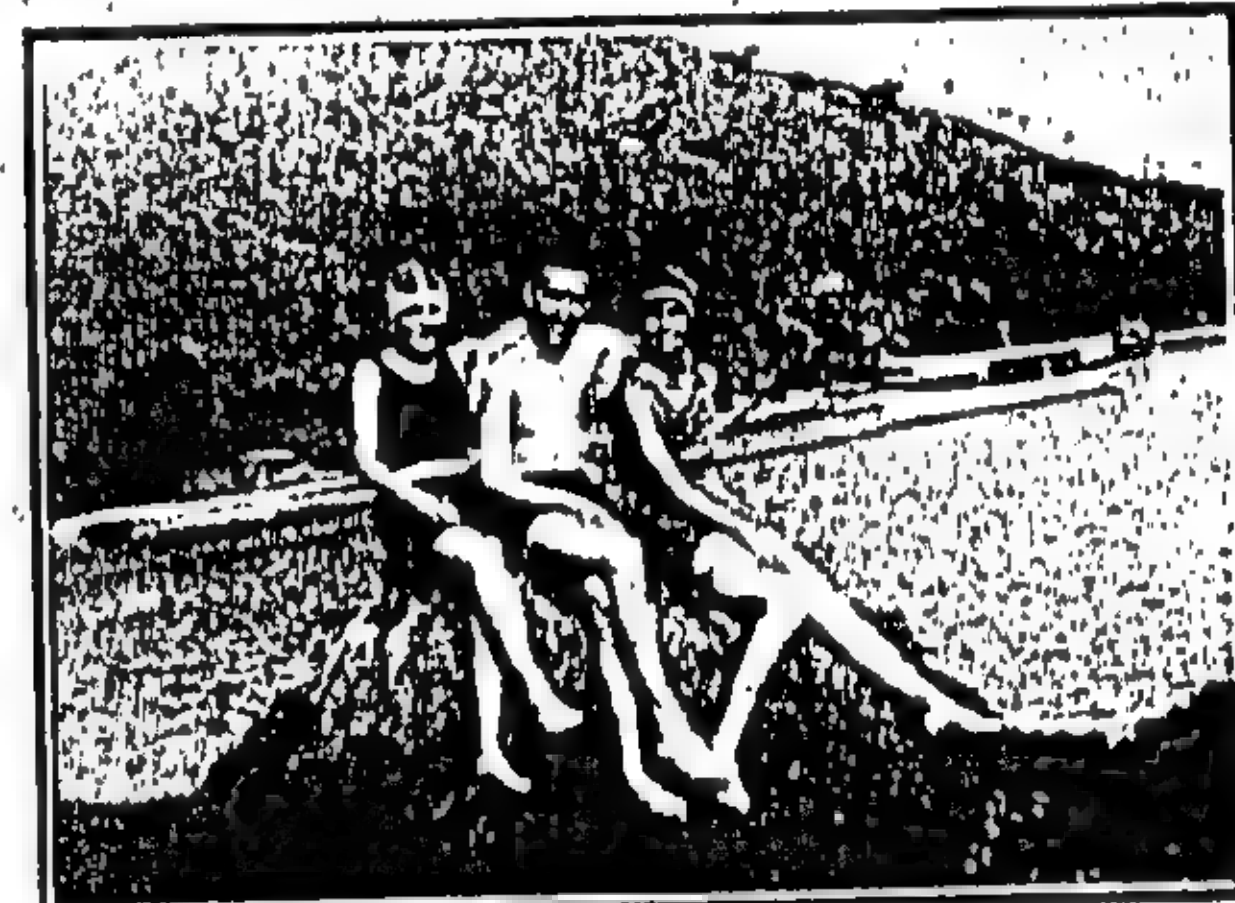
Mr. A. A. Rumjahn, who sends in this picture, entitles it: "Mamma's Tuition." It was taken at Shek-O beach.



This little bathing-group picture is sent in by Mrs. A. G. Mills, of Kowloon. No title was supplied.



"You'd be surprised how many stars can be seen at Castle Peak," says Mlle. Louise Le Masau, who sends in this picture.



"Legs" is the appropriate title given to this picture, forwarded by Mr. G. W. Arnold, of Kowloon.



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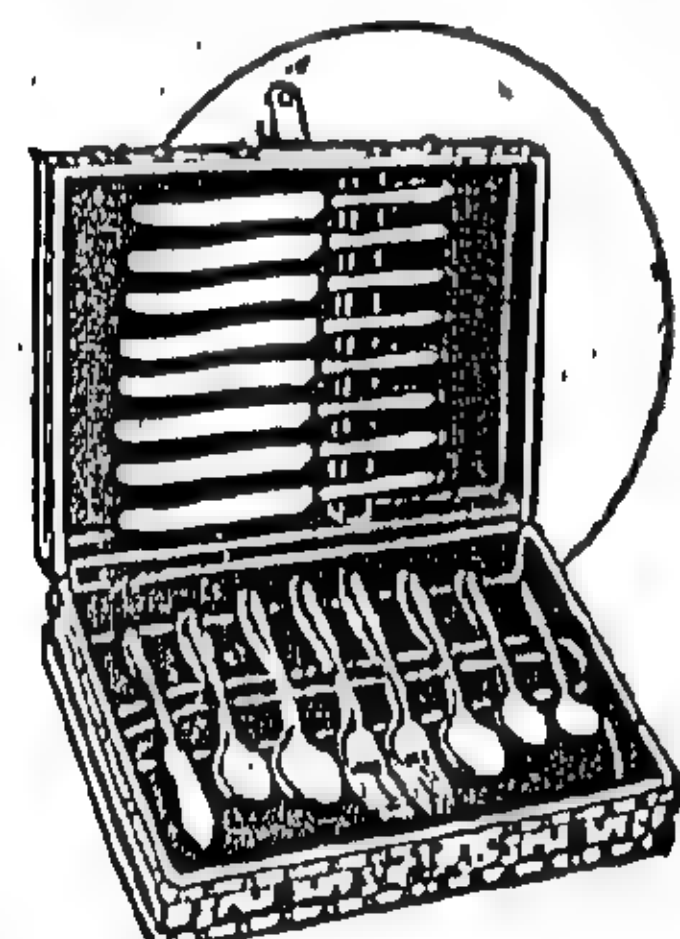
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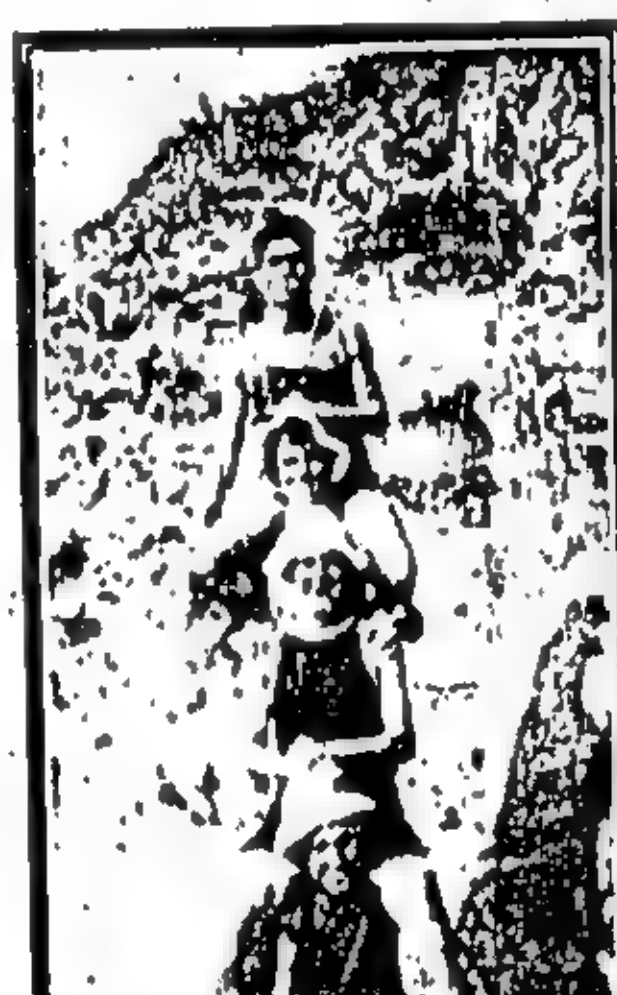
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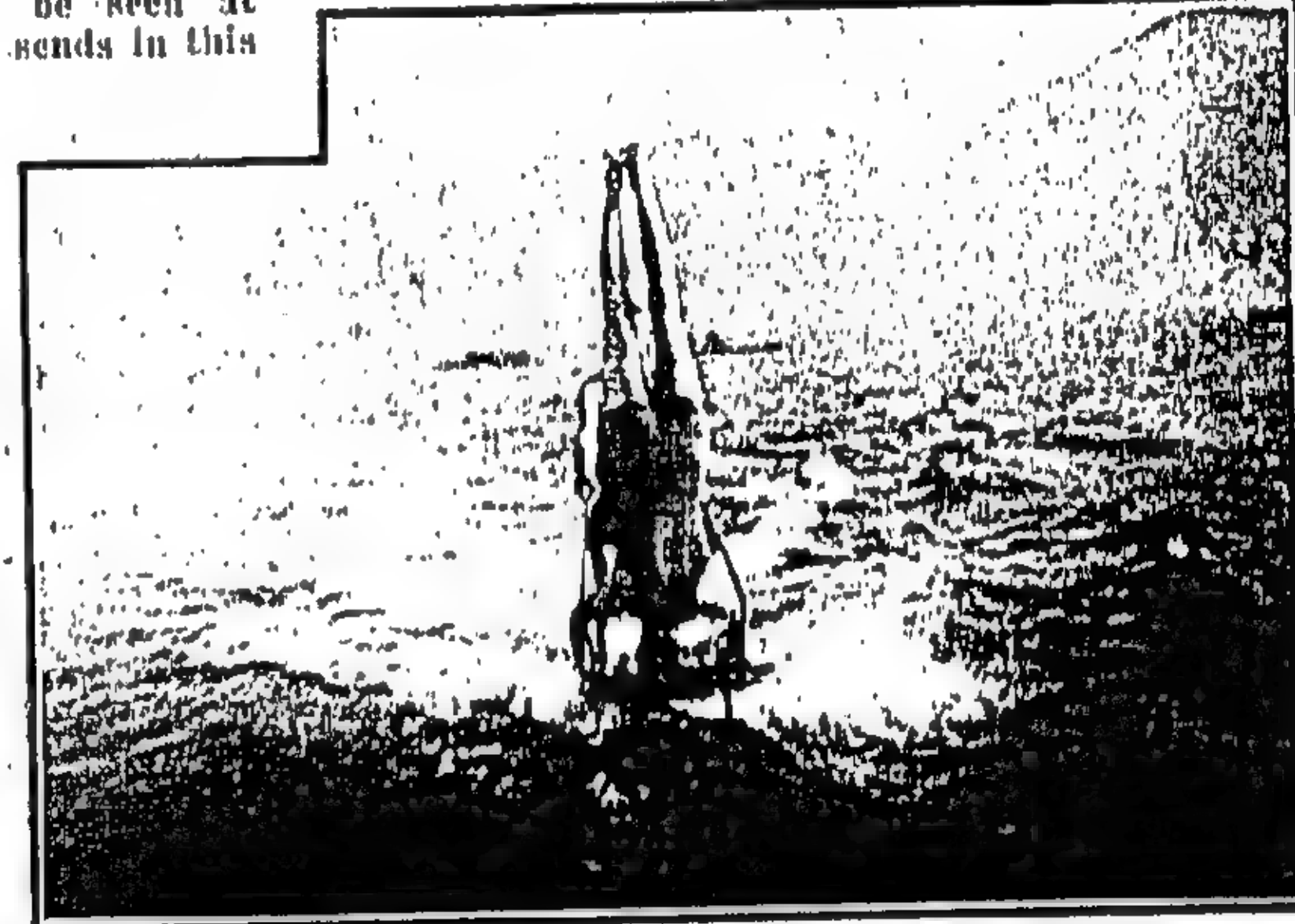
J. ULLMANN & Co.
CHATER ROAD.



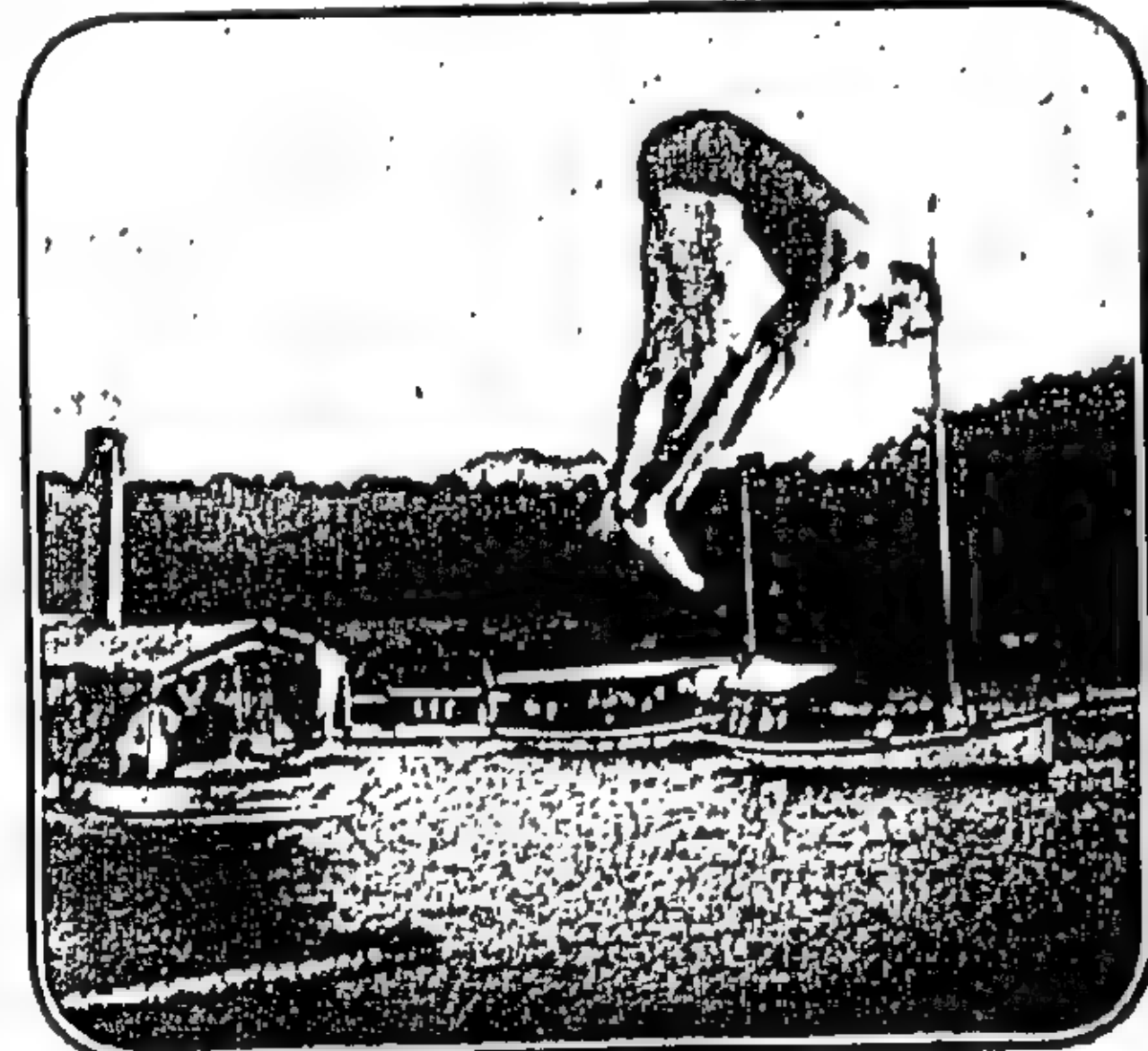
"Dual Surfboarding"—a thoroughly enjoyable pastime if you know how to do it! Mr J. L. Parren forwards the photograph.



"Four Storeys," by Telegraphist G. T. Pope, R.N.



Standing on one's head on a surf-board—much more difficult than it looks. Photo submitted by Mr. J. L. Parren.



Mr. J. P. Parren forwards this picture—"A Jack-Knife from a Launch at Stonecutters."



Here is a snapshot taken on the popular Repulse Bay beach. It comes from Mr. A. Abins.



Masters Leslie Reynolds and Eric Randall, snapped at Stanley Beach. Not for competition.

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"At Castle Peak"—enjoying the surf at this popular resort. Photo sent in by Mlle. Louise Le Masau.



"The Human Pyramid" would be a suitable title for this photo, forwarded by Mr. F. S. Nicholls, of Kowloon.



A peculiar photographic effect has been obtained in the snapshot of these three bathers. Mr. V. W. L. Stanion sends in the picture.

ONE OF JAPAN'S GOOD HIGHWAYS



On this splendid road, lined with beautiful cedars, leads to the famous temple at Nikko, Japan, a tourist resort not far from Tokyo, which has been noted for its natural beauties as well as for the numerous shrines since the sixth century. Many people make religious pilgrimages to the temple every year, traveling by foot, bicycle and an increasing number of motor cars.

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CAR REGISTER.

Number of Vehicles in U.S.

CHEVROLET LEADS.

According to motor car registration figures for 1928, compiled by the *Automotive Daily News*, there were at the end of that year in use in the United States a total of 3,134,272 cars of 38 American makes and miscellaneous.

The Chevrolet easily led the list with 767,760 cars, followed as a close second by the Ford with 481,340. The other makes of cars of which there were over 100,000 registered, were as follows:—

Buick	195,690
Whippet	190,331
Pontiac	183,380
Dodge	148,542
Essex	177,476
Chrysler	142,636
Nash	114,980

Taken by States the Chevrolet led in all about one—Florida—where there were 10,076 registered as compared with 9,274 Chevrolets. The figures show the largest number of cars in the following nine states:—

New York	292,263
Pennsylvania	219,106
Ohio	216,017
Michigan	202,127
California	194,518
Illinois	186,143
Texas	164,388
Massachusetts	111,008
New Jersey	110,383

The three states with the lowest motor car registration were:—

Nevada	2,771
Delaware	7,073
Wyoming	7,532

Out of the total of 3,134,272 cars registered 12,203 were classified as miscellaneous. Most of these were in use in the five states of New York, California, Michigan, Pennsylvania, and Massachusetts.

Classified as of the four cylinder class and the six cylinder class the outstanding figures were:

Four Cylinder.

Chevrolet	767,760
Ford	481,340
Whippet	190,331

Six Cylinder.

Buick	195,690
Pontiac	183,380
Essex	177,476
Dodge	148,542
Chrysler	142,636
Nash	114,980

CHROME PLATING.

Method of Application.

SOME WEAK POINTS.

So much publicity has been given to the virtues of the chromium plating of parts of automobiles, and so well has it been accepted by the public, that over-enthusiastic salesmen have been apt to claim for it qualities it does not possess. A short review of the method of depositing, and the strong points of chrome plate as well as the weak must therefore claim the interest of every owner or prospective owner of a modern car. The qualities possessed by chromium which have led to its adoption as a protective covering are, first, its non-tarnishing property; and, secondly, resistance to wear. To have bright work on the car which does not require continual attention and cleaning is an ideal for which many motorists have wished. Unfortunately the provision of this covering is not the simple process one might expect. In electro-plating the process used is to immerse the article to be covered in a solution of a suitable nature containing the metal to be deposited. A slab of this metal, called an anode, is also hung in the solution and connected to one pole of a source of electricity. The article to be plated is connected to the other pole, and so a current of electricity passes through the solution, on the work. At the same time metal is dissolved from the anode, and replaces the metal taken from the solution. Thus a balance is maintained under ordinary conditions. This process is used in the deposition of all ordinary metals with the exception of platinum and chromium.

A Difficult Process.

With chromium, difficulties are first experienced in obtaining anodes. Metallic chromium is difficult to obtain and very costly, and even when used goes into solution much more quickly than it can be deposited, thus upsetting the balance and preventing the obtaining of a uniform coating on the work. The solution so far found to be most satisfactory is one consisting of chromic acid and sulphate, which gives off fumes and also attacks iron readily, necessitating ventilating the vat, and also lining the vat with glass. Heating of the solution is also necessary to obtain uniform results. Quantities of hydrogen are evolved, and it is important to get this away. The high cost of chromium anodes has led to the almost universal use of iron or lead anodes, although in Germany one firm has been successful in the use of powdered chromium, which can be obtained fairly easily. Very high values of current density are required; and even a small bath capable of plating, say, an ordinary headlamp requires energy equivalent to over one horsepower.

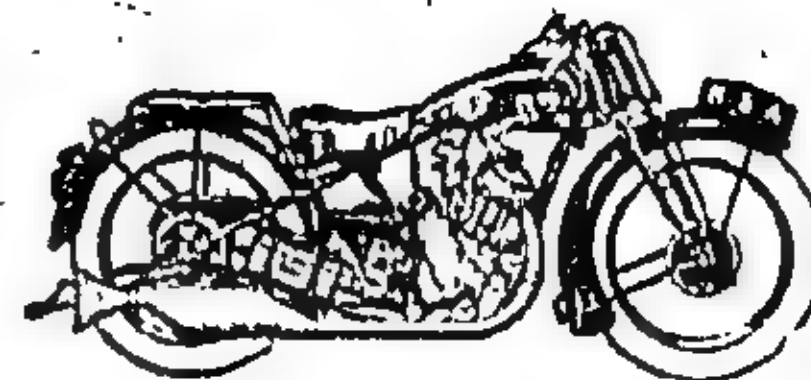
The solution is most unpleasant to handle, and has an irritating effect on the skin of the operator if he is not careful to avoid continual contact with it. Sufficient having been said of the difficulties of manipulation what then are the weaknesses of chromium as a deposit?

Not a Rust Preventative.

Most important, probably, is the fact that it is not a rust preventative. While a thick coating may for a time resist the inroads of moisture, the resistance to corrosion is determined by the base metal. Thus coatings of chromium are invariably porous, and thick ones, it has been found, tend to develop hair-like cracks, which become bigger as the thickness of deposit is increased. For these reasons, steel parts have usually been treated by first giving the steel a good covering of nickel on copper in the usual way, and then a light chrome plate on top, finishing as usual with a polishing wheel. This

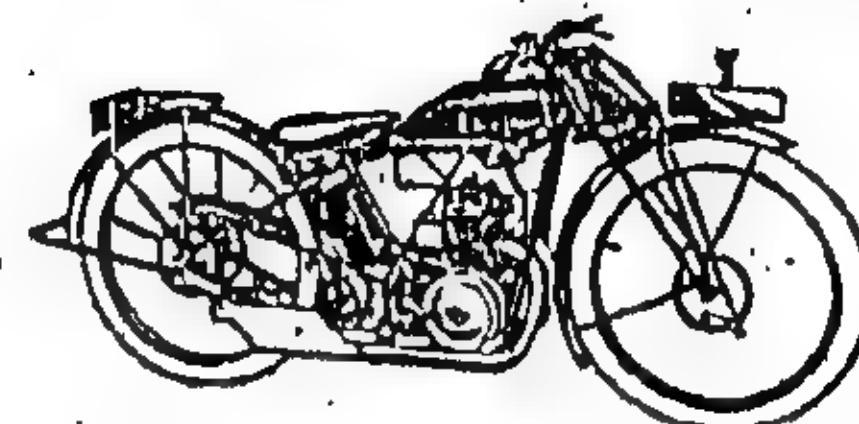
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SOLE AGENTS.

rosion is determined by the base metal. Thus coatings of chromium are invariably porous, and thick ones, it has been found, tend to develop hair-like cracks, which become bigger as the thickness of deposit is increased. For these reasons, steel parts have usually been treated by first giving the steel a good covering of nickel on copper in the usual way, and then a light chrome plate on top, finishing as usual with a polishing wheel. This obviously is an expensive process, and in mass production has not been entirely satisfactory. Chromium is very modern in one respect, in that it likes to hit the high spots only, and careful examination of parts which have deep recesses will reveal the interest of observer that at the bottom of the recess the nickel coating has not been covered by a chrome plate at all. The tendency now is to use brass parts wherever possible, and cover the brass directly with a light chrome plate, or if of deep section, on a first coat of nickel. This gives perhaps the most satisfactory result so far obtained, and if the job has left the factory reasonably well covered, will give satisfactory service. As motor car radiators and windscreen parts are invariably made of brass, it will be seen that chromium plating of these parts encounters least difficulties.

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Transportation Knows No Boundaries.

(By Robt. R. Thien of General Motors Coy.)

Travel to-day from Iceland in the North to New Zealand in the South, from Detroit to Bagdad, from Flint to Shanghai, and you will find motor vehicles in use, of benefit to the owner and to the country in which the vehicle is used. There are more than 700 automobiles in the Fiji Islands, the jungles of Papua boast 136 cars and trucks while Borneo, at one time noted for its head-hunters, is abreast of Papua in the number of its motor vehicles. Even Guam, an American cable post in the Pacific, has nearly 300 cars. If one insisted upon going to a country where there are no motor vehicles he probably would have to turn to Tibet where the total motor vehicular population consists of one, lone motorcycle.

During the past few years since the war, the United States has been visited by numerous commissions and committees of business men and bankers from different countries, who have come here to learn the secrets of America's prosperity. And without exception these groups of business men and economists have gone away convinced that the United States owes much of its material success to the automotive industry. It was recognized first that any industry which employs nearly 4,000,000 men and women directly and pays them annually six billions of dollars in wages, must of necessity make a tremendous economic contribution to the country's welfare. It provides employment, pays liberal wages, places money in circulation, adds to the purchasing power of the nation, in brief, it is of real economic benefit. But these same groups of business men also went away impressed that the United States has gained much by making it easy for men and women in all walks of life to own motor vehicles. Here in this country may be seen daily the economic benefits of good transportation facilities. Here may be observed the benefits to be derived from the common use of motor vehicles.

For after all an automobile is simply a means of transportation. After people have supplied themselves with food, have obtained clothing and provided themselves with shelter, they just naturally turn to transportation—the movement from place to place of people and goods.

Transportation knows no boundaries. It was a natural development that the American automobile industry should have turned to overseas markets. Automobiles are manufactured to-day in Europe and the United States, alone. South America, Asia, Africa, Australia, and the Islands of the oceans, all must turn to Europe and the United States for their motor vehicular transportation.

The automobile manufacturer of the United States or of England or of France or Germany turns to export for profit. There is no denying that simple fact. But paradoxical as it may seem at first glance, the countries which import cars and trucks benefit greatly, too. For, countries progress economically as they develop their means of transportation.

When countries pay out money for motor vehicles they are not unsettling their trade balances. The resulting economic benefits from the improved transportation facilities, more than offset the money paid out. The world over, there are innumerable examples to prove this statement. The automobile is literally and actually a creator of economic wealth.

It is encouraging to those of us in the automobile export business, here in the United States and in Europe, too, that this fact is being comprehended more and more throughout the world. In fact, there is a country in Europe where the Government itself is making an investigation to learn why the people of that country, a country which has an automotive industry of its own of which it can well be proud, are absorbing such a small percentage of the total number of vehicles manufactured in that country. That Government views the automobile as an instrument of progress whose use should be encouraged rather than discouraged.

I am one of those in the export business who believe that the United States will find its major automobile markets overseas in those countries which have no automotive industries of their own. Countries which have automotive industries naturally will take steps to build up those industries. Their first and natural impulse is to levy high import duties on motor vehicles. That's reasonable, but it is also reasonable to ask whether protection can be carried to a point where a penalty is imposed upon the man who wants to buy a motor car.

It cannot be denied that the American automobile industry has profited much from keen competition. Tremendous strides have been made in automotive engineering and manufacture because competitive conditions have compelled such progress. Conditions overseas are not identical but they are comparable and it is perfectly reasonable to believe that the automotive industries of other countries could profit from a little additional competition. Such competition would probably result in the elimination of what may be obsolete methods of engineering and manufacturing. The modernization of plant and machine equipment would become of economic necessity. With improved engineering and man-

GIGANTIC FUSION.

Gen. Motors Touch.

AIRCRAFT FIRMS WELDED.

Having entered the aviation field by acquiring a substantial interest in the Fokker Aircraft Corporation, and buying the Allison Engineering Co. (which builds aero engines), General Motors Corporation is extending its activities in a manner which indicates that it may create a General Aircraft Corporation.

A big group has been welded together under the name of the Bendix Aviation Corporation. Through the organizations involved, this company will control nearly all the aviation accessory business in the U.S.A., and, obviously, is designed to link up with the Fokker and Allison concerns. General Motors has organized the fusion.

The Bendix Aviation Corporation will be capitalised with an issue of 3,000,000 shares, and will acquire the assets and business of the present Bendix Corporation, the Bendix Brake Co., the Eclips Machine Co., the Delco Aviation Corporation, the Stromberg Carburetor Co., and its subsidiaries, and the Scintilla Magneto Corporation.

General Motors will give to the new company valuable rights in the aviation accessory field, and in connexion with other devices, while the Electric Auto-Lite Co. will contribute patent rights.

Paris (Coy), Involved. "The Board of Directors will have Vincent Bendix as its president, while members of the board will represent all the participating companies mentioned, as well as executives of the Wright Aero-nautical Corporation (makers of Wright motors), Curtiss Aeroplane Co., United Aircraft and Transport Corporation, National Aviation Corporation, and the Aviation Corporation.

More than half the planes now built are equipped with Bendix Machine Co. makes starters for aero motors; Stromberg carburetors are used by large producers of aviation engines; Scintilla magnetos were developed for aviation purposes, and are standard equipment on most plane engines, while the Delco Aviation Corporation developed the ignition system used on Liberty aviation engines.

Huge economies in manufacture and distribution of planes and accessories should be effected by this merger.

Manufacturing facilities would come improved motor vehicles. And as the number of them increased it is reasonable to believe that prices would be reduced. That would in turn result in more cars in use with consequent economic benefits. View this whole automobile business from any angle and you will find it inseparable from economic progress.

CAR CRIMINALS.

Burglars Who Drive to Work.

"BORROWED" CARS.

The ordinary professional man of 1929 still goes to his work in the same manner as he has done for years—by train, tube or omnibus.

Sometimes he is sufficiently affluent to go to and from his office in his own private car. But the crook of 1929 travels to his work neither by train, tube nor omnibus. Nor does he go to work in his own car.

He merely appropriates some one else's for the space of a few hours.

It is all so simple. The crook has a job of work to do, and a speedy method of transport is necessary to carry it out properly. He searches for a like-looking car which has been left outside someone's front door while the owner pays a visit, and drives off.

No More "Fences". The car is then officially reported to the police as having been stolen.

No doubt the crook would consider this a harsh word. In his view, he has merely "borrowed" it for a few hours, although, of course, pressure of business will prevent his returning the car to the spot from where he "borrowed" it.

It will be found eventually by the police abandoned in some out-of-the-way spot.

"There is no real traffic in stolen cars nowadays," said an official at one of the West End police stations to a *Daily Express* representative. "The registration precautions make it practically impossible to sell a stolen car, and the one or two 'fences' who some years ago did a large traffic in stolen cars exist for business purposes, no longer."

"Often Damaged." Cars are still stolen, however, and there is a pretty fair weekly average of such thefts being reported. In nearly every case the lost car is found within a few hours of its having been reported as stolen.

"The thief simply 'borrows' it for the particular job he has in hand, and abandons it as soon as he has finished."

In some of these cases reckless driving on the part of the thieves, or the pressing need for exceeding the speed limit, results in a crash, and, while the miscreants frequently escape injury, as well as succeed in eluding their pursuers for a short while, the real owner of the car has to sit down and make out a claim on his insurance company.

If the thief is lucky he may escape detection just as long as he needs the car, but in many cases the efficiency of the police force does not allow him even this amount of rope.

NEW PISTON ALLOY.

Chrysler Innovation.

INCREASES POWER.

Contributing in a most important manner to the smooth, speedy and powerful performance of the Chrysler-designed Iso-therm, Invaradit pistons with which it is equipped. These pistons, combine the best features of both aluminum alloy and cast iron pistons.

Aluminum alloy has two fundamental advantages as piston material. First, its light weight and second, its high rate of heat conductivity. Light weight is essential to overcome inertia, to produce a smooth flow of power and to reduce pressures on connecting rod and main bearings to a minimum.

High rate of heat conductivity is essential to maintain piston head temperatures below the point at which detonation or pre-ignition occurs, and below the temperature at which lubricating oil will crack and carbonize. Piston rings will not seal effectively against compression and explosion pressure unless kept at temperatures below the oil's carbonizing point.

Temperatures Lowered.

Named for the first five letters in the word "Invariable," Invar metal is so slightly affected by heat that it undergoes practically no expansion or contraction. It is also an exceptionally poor heat conductor in comparison with aluminum alloy. Engineers found that the proper procedure was to build a strut or brace of this special Invar steel into the alloy piston, forming a rigid bridge connecting the head and the skirt. Heat generated by the explosion of gas in the cylinder travels downward to the Invar strut, a comparatively poor heat conductor which insulates the heat from the top of the skirt. When it eventually reaches the latter, the heat is much less intense than in other designs.

The Iso-therm Invar construction has lowered piston head temperatures at full engine speeds approximately 150 to 175 degrees. The difference in heat means that the oil retains its lubricating quality, little carbon forms and that wear on cylinder wall, bearings, pistons and other parts is greatly lessened. Expansion and contraction are controlled so closely that a much closer fit of pistons to the cylinder walls is permissible. The DeSoto Six uses a clearance of only .0005 of an inch to each inch of cylinder bore. Cast iron pistons would demand twice that clearance.

THEME—WITH VARIATIONS.

I have a dinky little car,
In it I love to travel far
On pavements of cement or tar;
Alas! That some my joy should mar.

I have a dinky little car,
I bought it with loud shouts of glee
And self-complaisant: "I'm in luck."
But now it seems that ev'ry truck
Must try its best to bounce off me;

By agile skill I've not been struck,
But gone is my complacency.
Alas! That some my joy should mar.

In it I love to travel far
But how I hate a tyre that's flat,
At changing one my spirit quails
But soars in anger of the brat
Who picks my roads to strew

with nails.
Alas! That some my joy should mar.

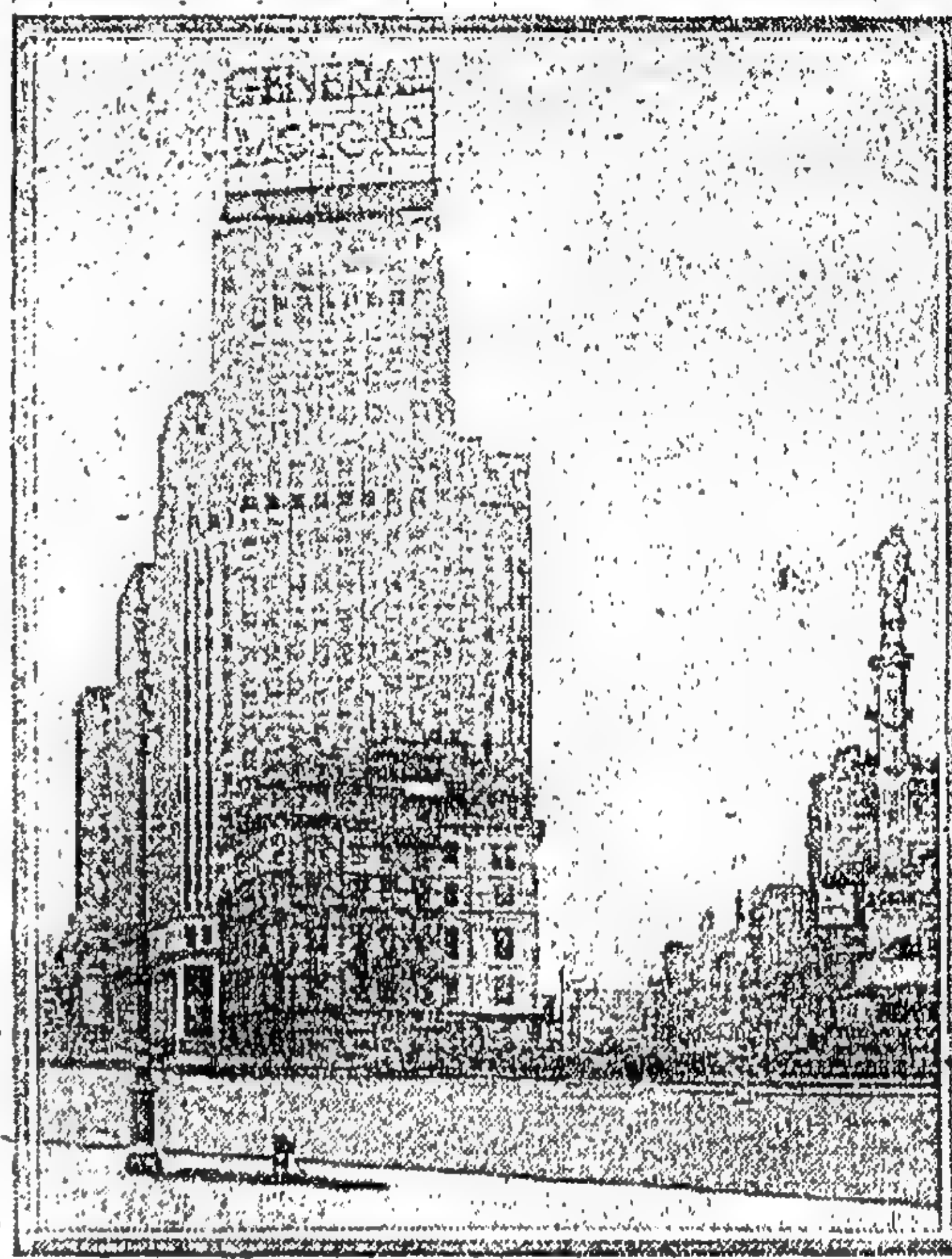
On pavements of cement or tar
That climb the crests of tree-topped hills
Where sweet winds smooth the wrinkles out
And wash away and put to rout
The city's worries, troubles, ills,
I love my dinky little car,
But I get several sets of humps
When toiling o'er long miles of bumps.

Alas! That some my joy should mar.

Alas! That some my joy should mar.

Yet I cannot, in manner meek,
Cease stretching for a distant star;
For it's perfection that I seek
On pavements of cement or tar.

Monument To Motor Transportation



The General Motors Building in New York dominates the automobile section which centers at Columbus Circle. In this huge structure is the home office of the General Motors Export Company which last year did a business of \$300,000,000 in 106 countries throughout the world.

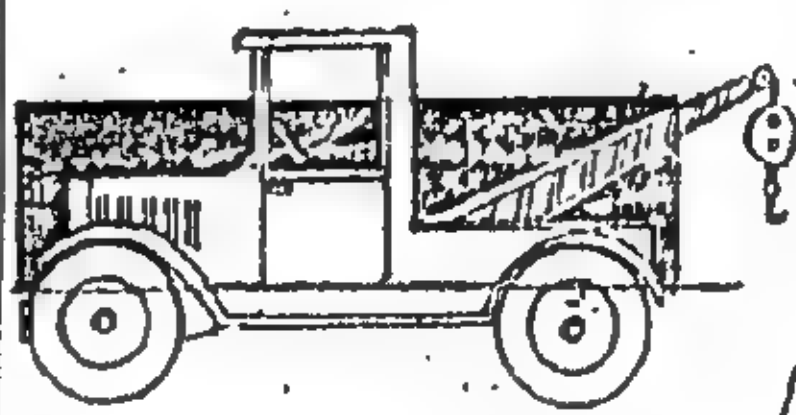
The Peak Garage.

IS NOW UNDER THE MANAGEMENT OF LANE, CRAWFORD, LTD.

OUR SERVICE STATIONS

UNDER THE SUPERVISION OF MR. A. J. ALLISON,

ARE ORGANISED TO RENDER

IN CASE OF
EMERGENCYPERSONAL and PRACTICAL
SERVICE.PHONE
C. 3193ALL MAKES OF CARS OVERHAULED
AND TUNED TO PERFECTION.

LARGE STOCK OF SPARE PARTS CARRIED.

MAIN SERVICE STATION.

Tel. C. 3193

10, CROSS LANE, WANCHAI.

KOWLOON SERVICE STATION.

Tel. K. 1624

CAMERON ROAD.

PEAK SERVICE STATION.

Peak 208

LANE, CRAWFORD, LIMITED.

NOTHING
BETTER
THAN

BROCKWAY

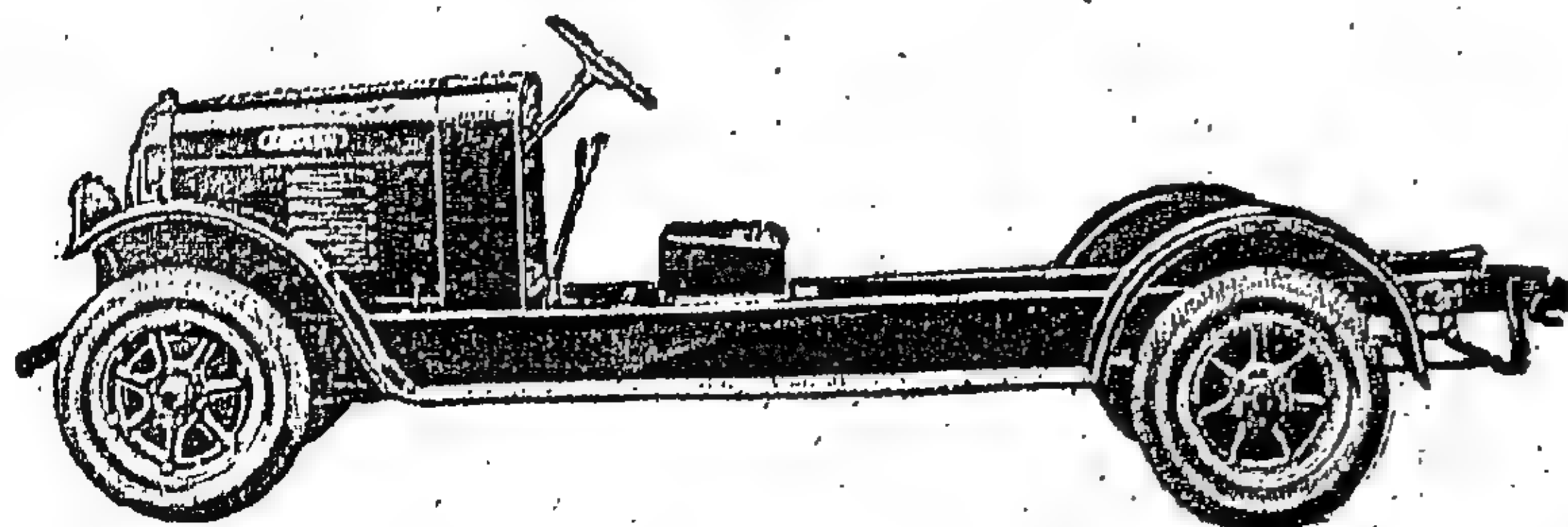
Six Cylinder Engine—Four Wheel Brakes—Fully Equipped—
A Modern Truck of Advanced Design—Superior in Performance

THE TRUCK WITH SPEED, POWER AND ENDURANCE.

Unmatched in appearance and performance—the best light truck transportation obtainable. All of these factors, combined with rugged endurance, give to the commercial world the finest BROCKWAY ever built.

FULL PARTICULARS FROM—

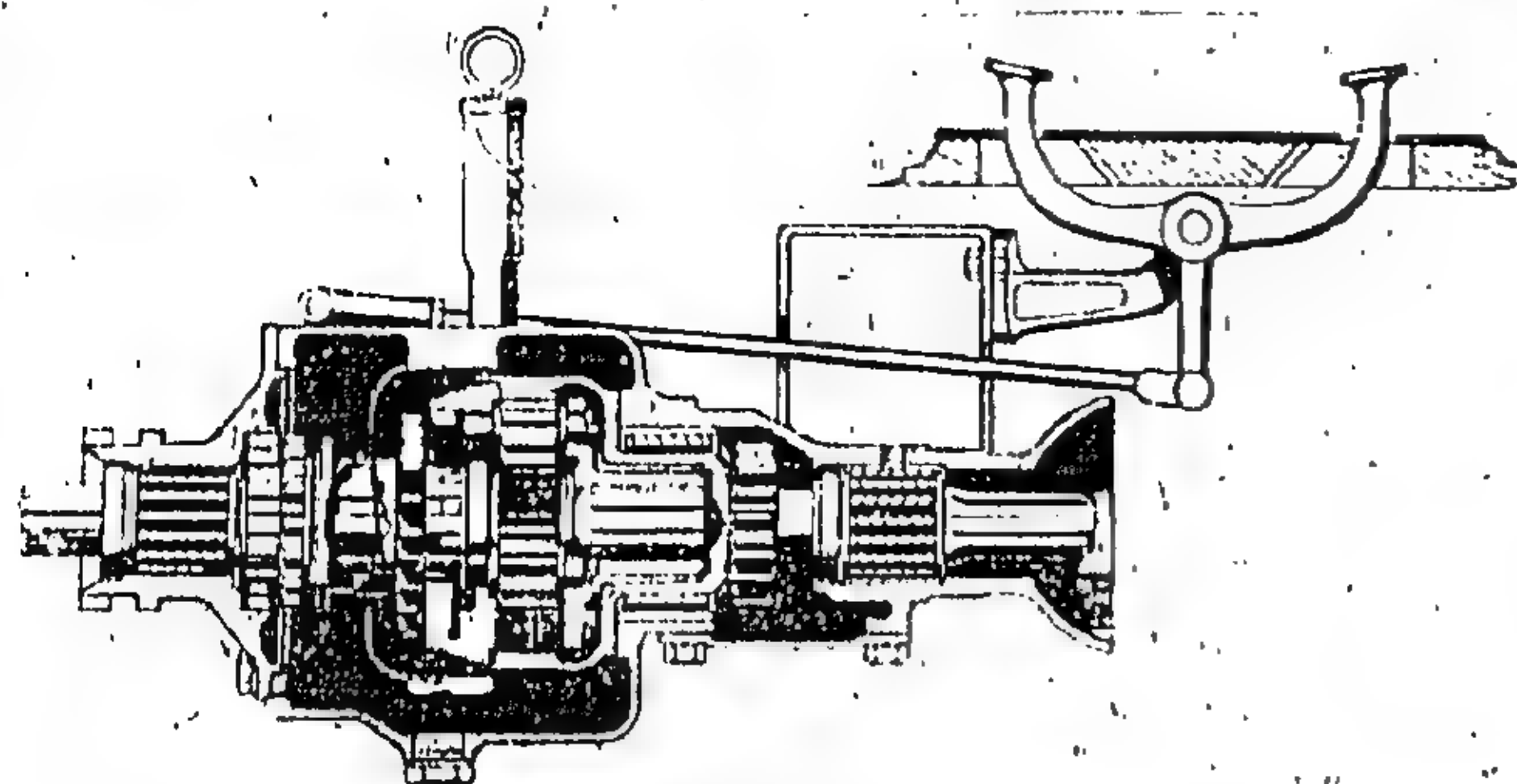
THE ASIATIC AMERICAN CO.

SHOWROOM 11, QUEEN'S ROAD EAST. Tel. C. 575.
OFFICE 48, STANLEY STREET. Tel. C. 244.LET THE
BROCKWAY SOLVE
THAT
TRANSPORTATION
PROBLEM!

FORD TRUCKS

CAPACITY 1-1/2 TO 2 TONS.

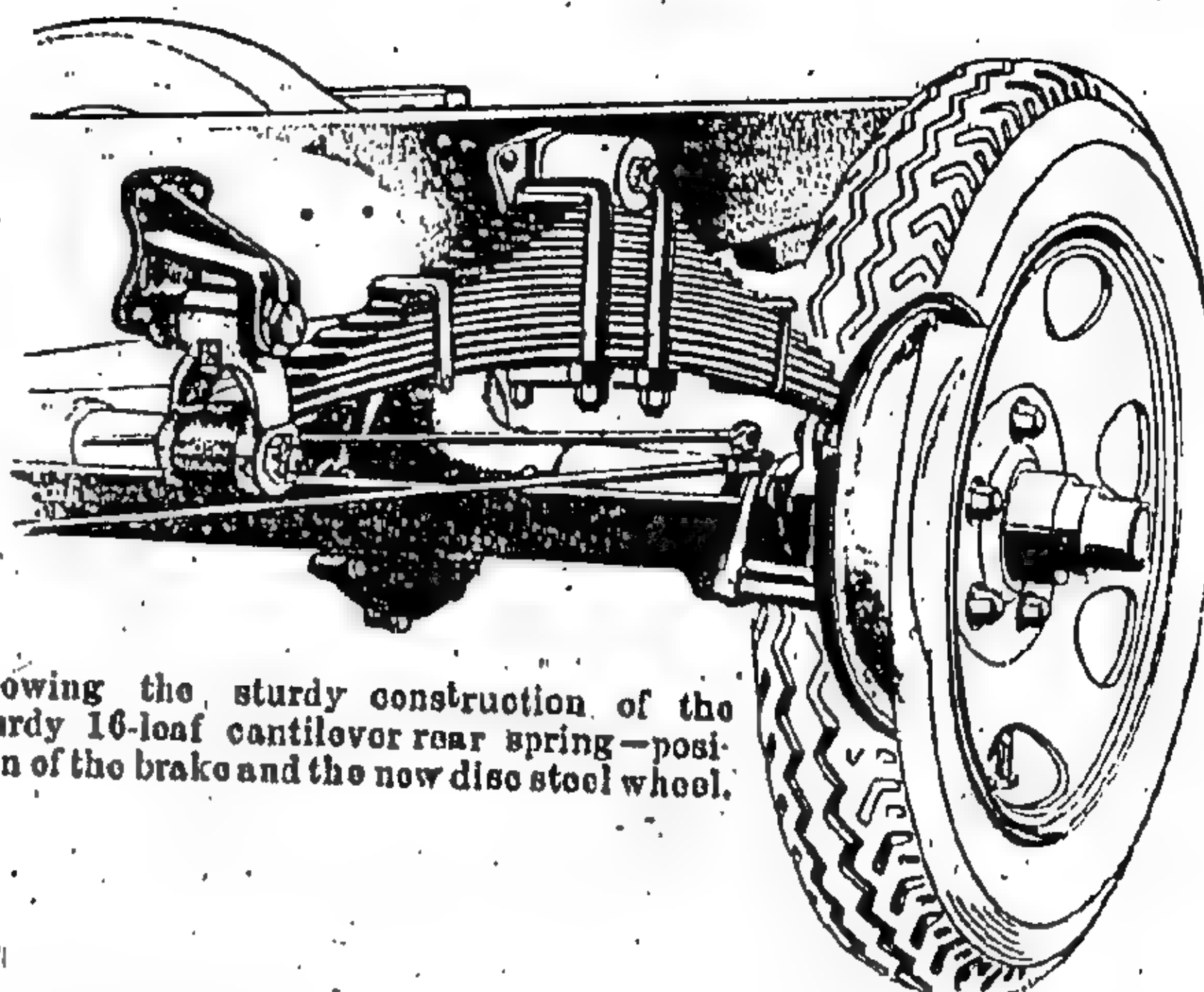
RELIABLE AND MOST ECONOMICAL
TRANSPORTATION



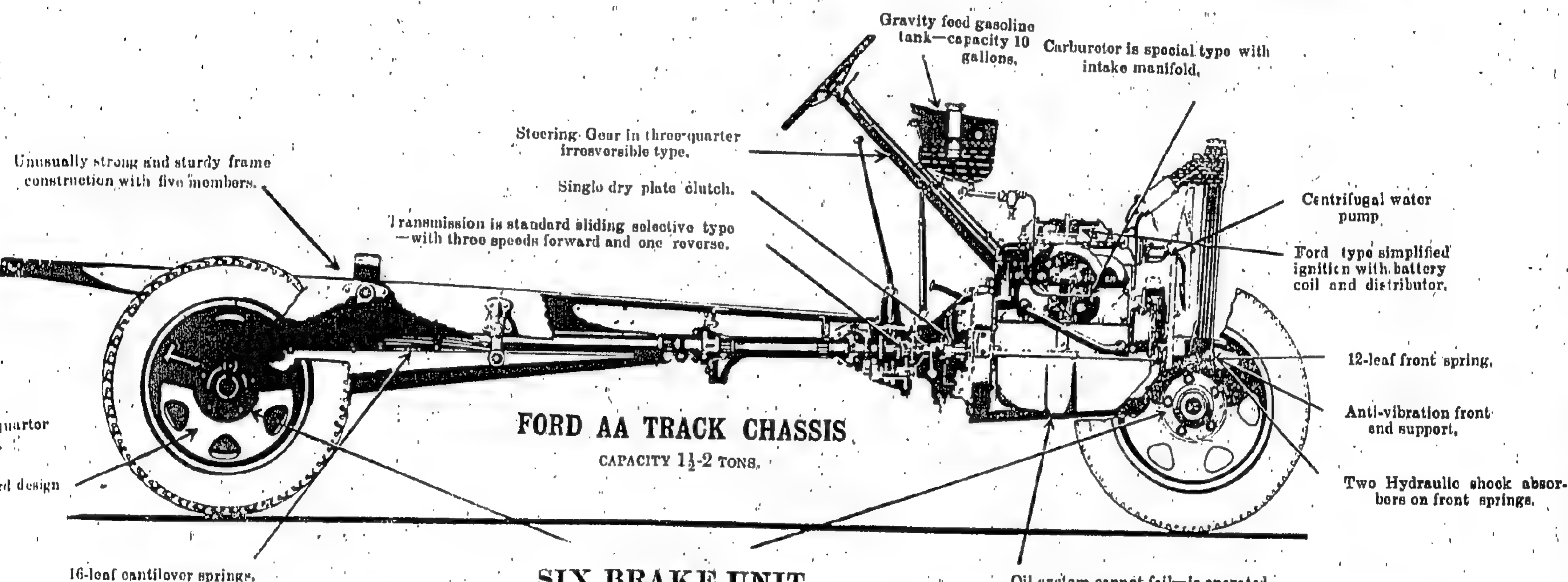
Dual transmission—four speeds forward and two reverse, increases the power of truck by one third.
PRICE EXTRA H.K. \$125.00

40 HORSE
POWER MOTOR

H.K. \$1490.00
(CHASSIS PRICE.)



Showing the sturdy construction of the sturdy 16-leaf cantilever rear spring—position of the brake and the new disc steel wheel.

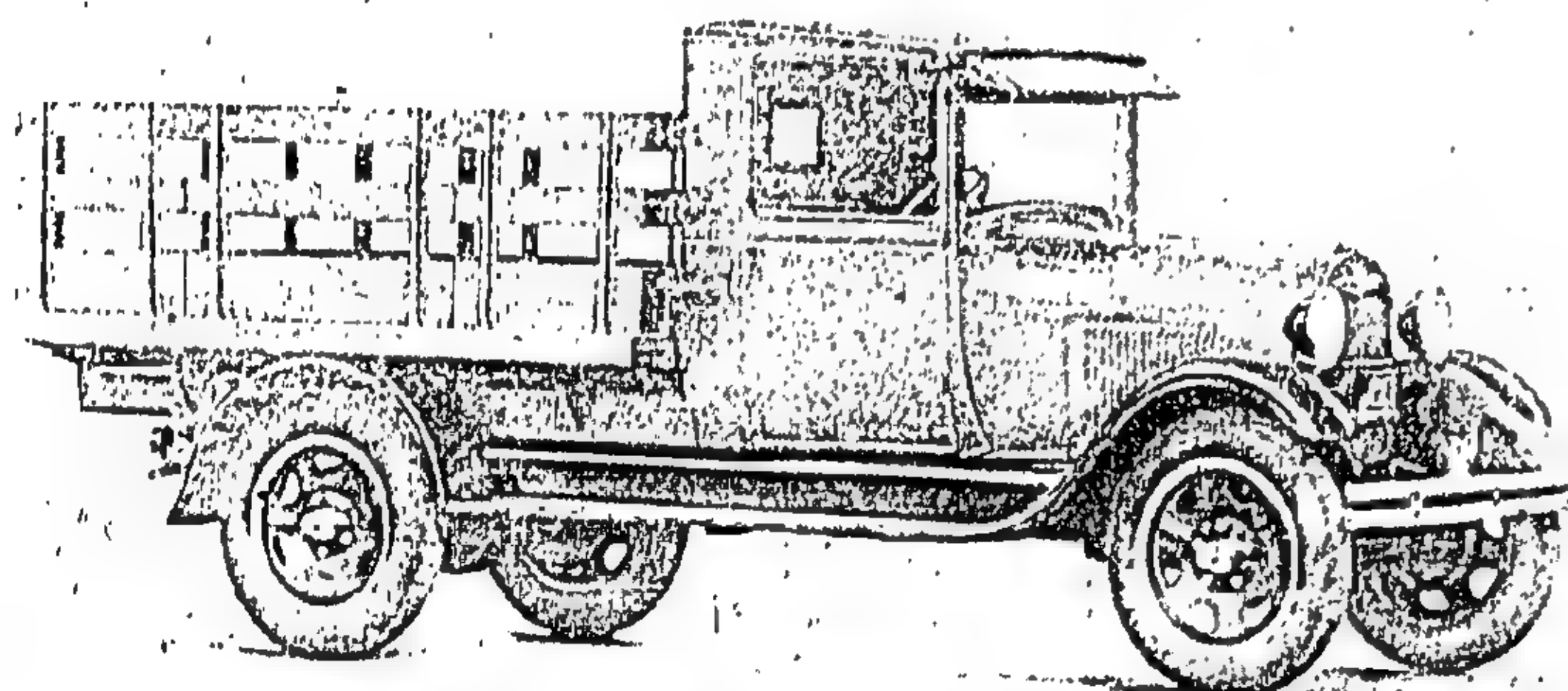


FORD AA TRACK CHASSIS

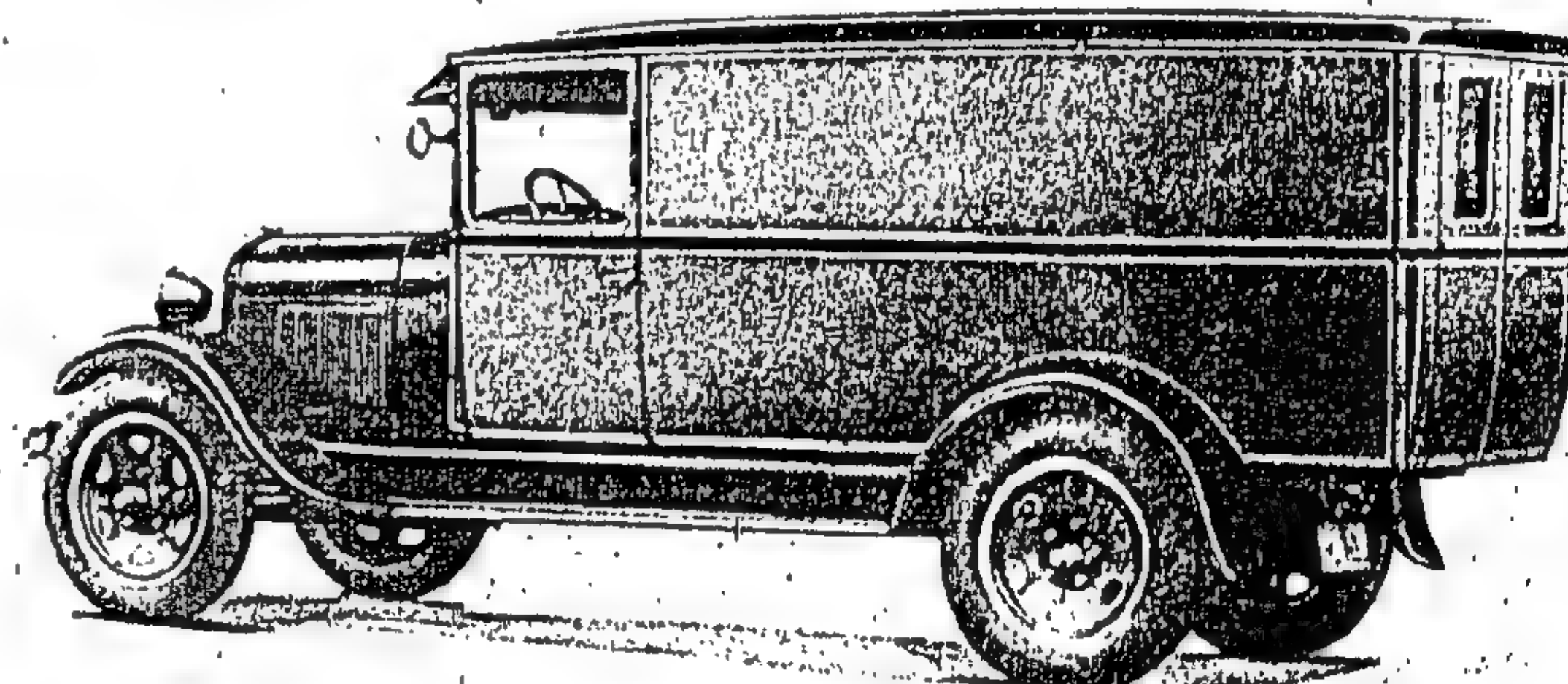
CAPACITY 1 1/2-2 TONS.

SIX BRAKE UNIT

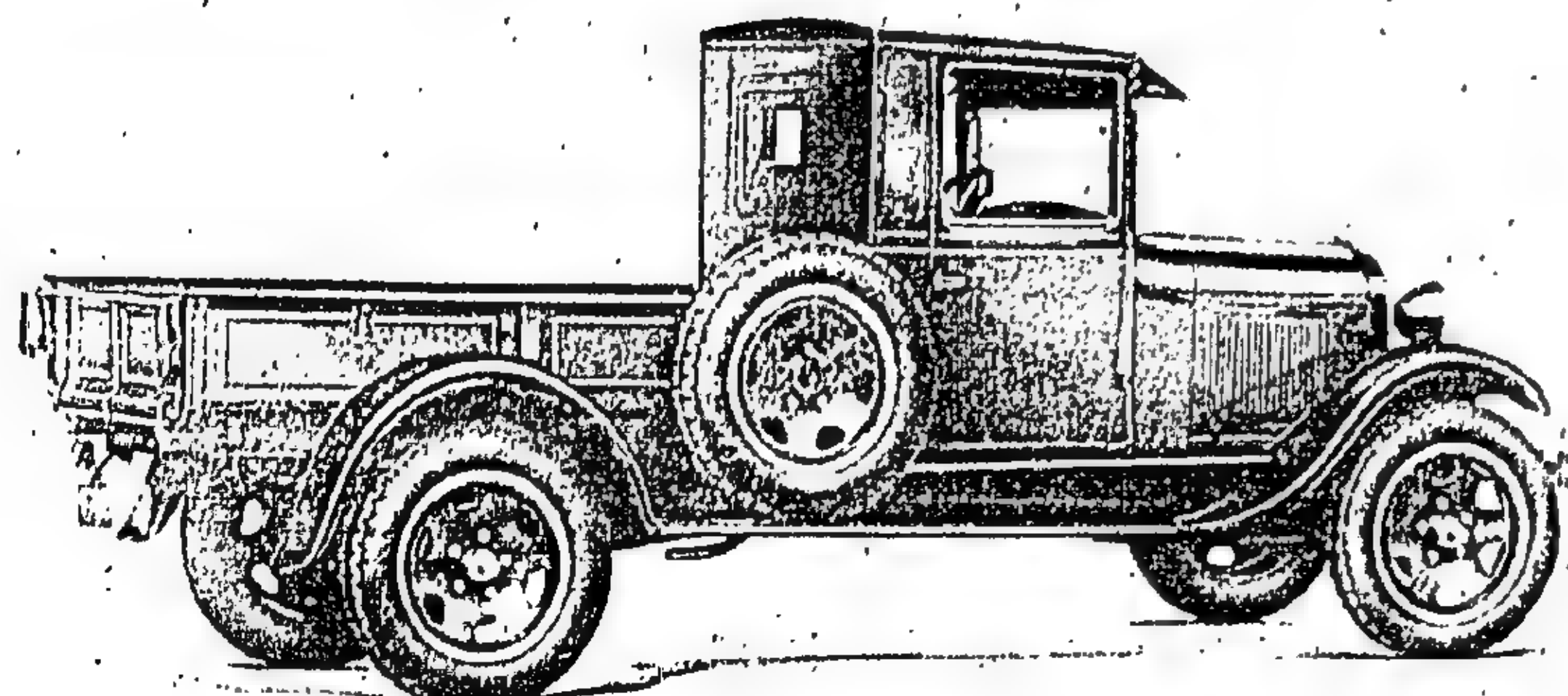
Four foot brakes—two independent hand brakes—all internal expanding shoes completely covered to protect the brakes from dirt and water.



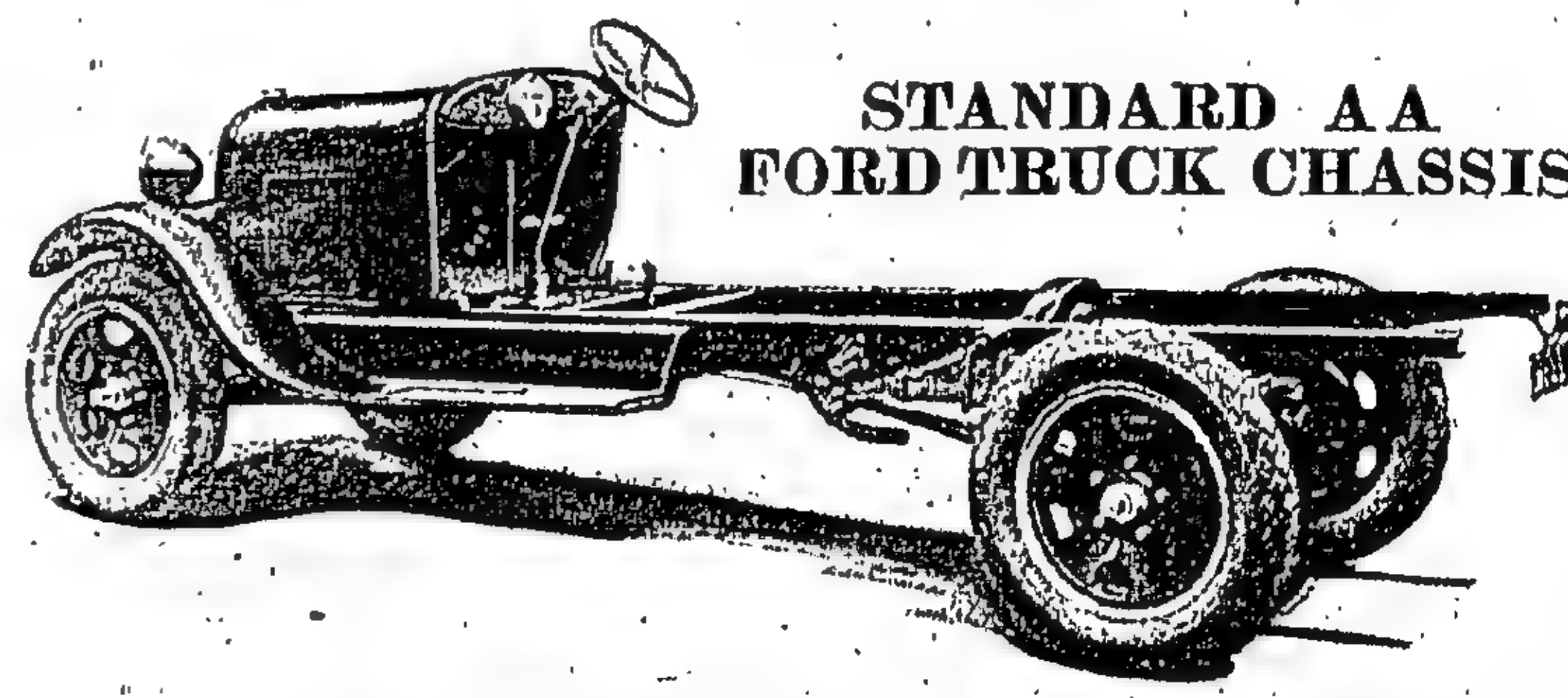
AA Truck chassis with Ford made stake body with all steel closed cab.



AA Truck chassis with Ford made steel panel body.



AA Truck chassis with Ford made all steel express body with all steel closed cab.



STANDARD AA
FORD TRUCK CHASSIS

On which many types of bus bodies made in China are installed for passenger service.
All Ford dealers supply these bodies.

The new Ford truck is designed and built to meet all general hauling requirements. It has the quality, the sturdiness and the strength to withstand long and hard service, and at LOW COST.

50% LESS WORKING PARTS—The new Ford truck has approximately 50% less working parts than have other makes of cars. This simplifies repairs and reduces the number of parts to be replaced because of wear—a very important item when it is remembered that replacement parts for other makes of cars cost 50 to 100 per cent more than the cost of Ford parts.

STRENGTH WITHOUT EXCESSIVE WEIGHT—The exceptional strength of the new Ford truck in spite of its comparatively light weight is due to the fact that over 90% of all steel parts are forgings, while 300 electric butt welding and 300 spotwelding operations add further strength without increasing the weight of the chassis.

MAXIMUM POWER—Unusual power is developed with a low speed 40 horsepower engine. Twenty-five, frictionless ball and roller bearings placed at vital points throughout the chassis give added power and long life to the car. With a load of 1 1/2 tons a speed of 40 to 50 miles per hour may be attained.

Consult with our nearest dealer regarding your truck requirements. You can secure any of the bodies illustrated above at once. In addition our dealers are prepared to build various bus types of bodies for the Ford truck chassis.

FORD MOTOR COMPANY EXPORTS INC. SHANGHAI.



Authorized Dealer.

WALLACE HARPER & CO., LTD.

745, Nathan Road, Mongkok, Kowloon, Hongkong.

JOIN



THE HONGKONG AUTOMOBILE
ASSOCIATION

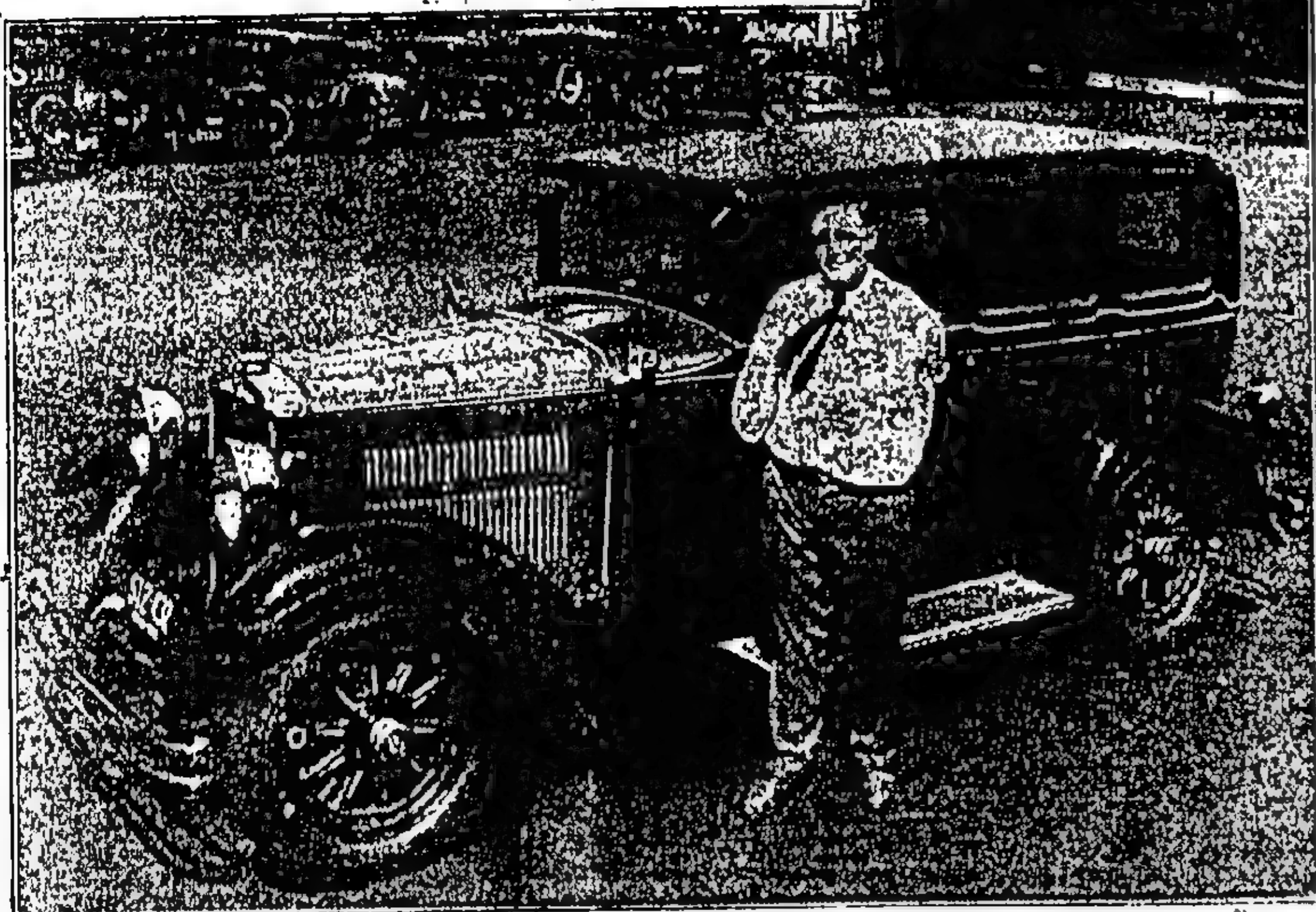
A Few Advantages:—
10% Off Motor Car Insurance
Free Legal Advice.
Reliable Drivers Supplied
Free Mechanical Advice
Associate Membership of the
R. A. C. and A. A. London.

C. P. MARCEL.
Hon. Secretary.

O/o "Hongkong Telegraph"

ARMLESS MAN DRIVES CAR.

Tribute to Nash Steering.



Cleveland, Ohio.—The fact that O. G. Zak has his left arm five inches below the shoulder and his right, one inch and one-half below the elbow, does not prevent him from completely enjoying the new Nash Special Six "400" Sedan, which he purchased recently from the Revco-Nash Motors Company of Cleveland, Ohio.

Mr. Zak, who has driven Nash cars for several years, is particularly impressed with the steering ease of the "400" Series which he says is the easiest steering car yet produced. The armless driver is a familiar sight on the streets of Cleveland and spectators marvel at the ease with which he handles not only the steering, but also the gear-shift lever which he manipulates with his right foot.

STIFF TRAINING IN LONDON.

L.G.O.C. Drivers Put Through Severe Tests.

Psychologists have said that to participate in some game with a person is to find out that individual's real character. Mr. C. J. Bartlett, managing director of General Motors, claims that to sit in a car beside the driver is one of the best means of learning that driver's disposition. The manner in which he reacts to various situations which confront him in driving his vehicle gives a fairly accurate pointer to his general personality.

The "back-seat driver" is often a severe trial to the actual steersman and the man who can maintain an unruffled demeanour in spite of suggestions regarding his driving from someone else in the car undoubtedly possesses a placid temperament. How a man handles his car in heavy traffic indicates the control he has over his nervous system; the manner in which he reacts to a breakdown in some remote spot will show something of his temper and his behaviour in case of accident gives a line on his sympathetic nature.

Selecting and Training Drivers.

It is interesting to learn the methods employed for selecting and training drivers and conductors by the London General Omnibus Co. which operates the world's largest bus fleet.

In a recent issue of "Bus & Coach," the operator's journal, Mr. George Shave, chief engineer of the L.G.O.C., has some illuminating remarks to make on the subject of the Labour Bureau and Training Centre of the operating staff, which he describes as one of the most important departments of any large transport undertaking. The satisfactory running of a vehicle mainly depends upon the skill of the driver and the sympathetic interest which he takes in it; a careless and indifferent driver can, in a very short time, ruin the finest vehicle ever produced.

In the case of the L.G.O.C., the standard which has been set, both as regards physical fitness and general character, is a very high one, and the selection officials have to be satisfied on certain essential points regarding age and height before training is commenced.

The Personal Interview.

As apart from the standards which have been laid down as an

index governing the most suitable size of men, having regard to the driving controls and the height of the omnibus, the personal interview is calculated to furnish the selector with certain information. With regard to previous experience, it has been proved in practice that this need not be confined to motor traction, for the ex-driver of a heavy steam waggon, or, indeed, of a pair of horses, usually becomes a very suitable motor omnibus driver. It is considered that the man should have a degree of sympathy with his engine, and in the engagement of drivers, whilst mechanical knowledge is not considered essential, it is certainly looked upon as desirable. So far as is possible, a driver's previous record is probed for accident. Certain men it is found suffer with what may be called an accident complex and whatever steps are taken to improve matters, the fact remains that they are continually in trouble.

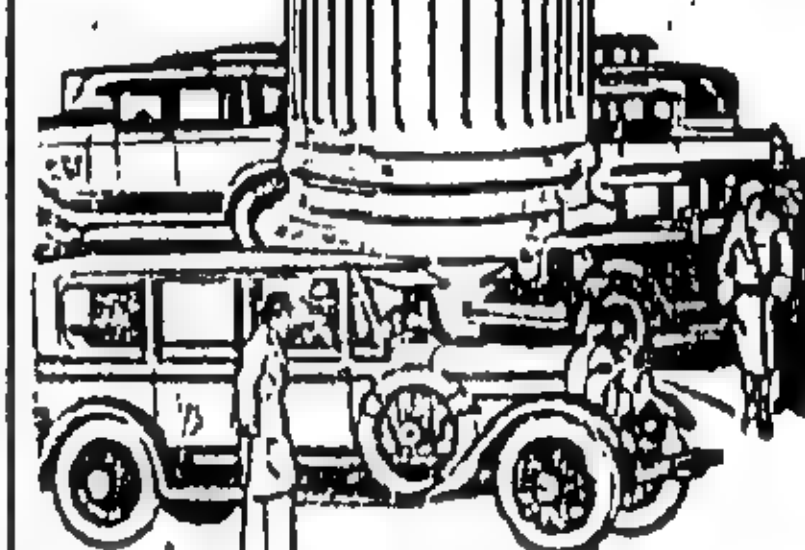
A driver must not possess a "temperament," preferably, he must not be easily upset. It is by observing, at the initial personal interview the reflex action of a man to questions which are asked him, that some assumption of his mental stability in this respect is arrived at; the movement of the fingers, the twitching of neck and eye muscles, and, indeed, a number of little physical manifestations, which, after all, are only the outward and visible signs of a passing mental state, are watched by the selecting official.

Anticipating Service Conditions.

One very interesting aspect of the training of a L.G.O.C. driver is that which takes place on the grease-covered instruction ground at the Chiswick depot. This is known as the non-skidding test and takes place upon a surface which has been specially prepared with a mixture of soft soap and grease. Upon this the "trainee" has to carry out certain evolutions with his bus, such as pulling up at a fixed point and negotiating obstacles placed on the skid patch. The value of the test lies in the confidence it inspires in the man when he finds himself in such a condition on the public streets, which is only in a small way comparable with that under which he takes the test during training.

CHRYSLER

—above
all others.



SOLE AGENTS

The Republic
Motor Co.
of China.

(Successors A. LUNG & Co.
Auto Dept.)
50-52, Des Voeux Road

The man's service with the company is, in fact, purposely anticipated in a general way, due to the desire to illustrate the manner in which prevention of accident is entered for.

NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.



YOUR CAR
SHOULD
CARRY AN
AUTO-TOTAL.
THE BEST
MOTOR CAR
FIRE EXTINGUISHER IN
THE WORLD.

Prices from
the Sole Agents.

KELLER, KERN & Co., Ltd.
15, Connaught Road, C.
Telephone C. 3120.

SEGRAVE—THE BOY.

Peter Pan of the
Wheel.

A HARDY IRISHMAN.

Henry O'Neal De Hane Segrave is thirty-three years old, the son of Mr. Charles Segrave, an Irishman, and eldest of the old baronial family of Segrave, of which Lord Mowbray and Slourton is the head, writes J. W. D. in the Daily Express. There was a barony of Segrave centuries ago.

He left Sandhurst at the age of seventeen, was wounded in France a year later, and became a major in the Air Force at the age of nineteen. After the war he decided to take up motor-racing, and asked Mr. Louis Coatalen, of the Sunbeam Co. to give him a job. Coatalen refused. He said he was always being pestered by young men who thought they could break records and only succeeded in breaking their necks.

"Justify Yourself."

"Go and justify yourself at your own expense in your own car," he said. "Then come back."

Segrave did. He bought a second-hand Opel—it nearly cleaned him out of funds—and won enough with it to cause Mr. Coatalen to think again.

Since then he has never looked back, and all the world knows why.

But it is not Segrave the motorist that I remember most. It is Segrave the man, the schoolboy with the irrepressible joy in life, the schoolboy who hates cats and hunts them with an airgun in his garden in a dressing gown and slippers before breakfast.

The man who wants to break the world's motor-boat record, but who is always seasick in a yacht and hates the sea. He cannot even swim.

"Why do you want to do it, then?"

"Well, it's a new form of speed," he replied, "and I haven't tried it yet, and the Americans hold the record so far. That's the main reason. Now watch me."

Magnificent Shot.

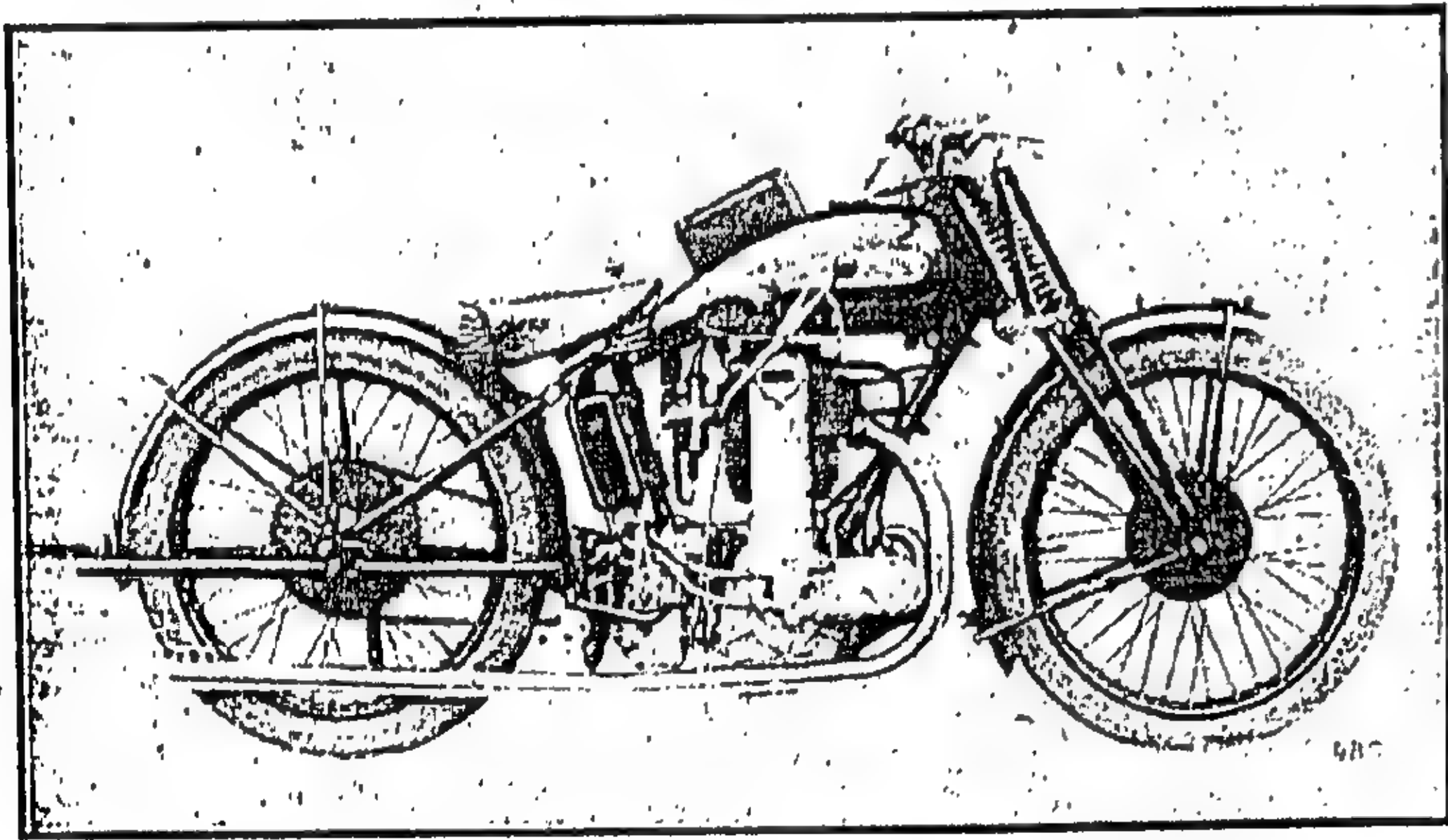
And he cocked an air pistol, aimed at the envelope which I had just stuck on the door, and put a slug smack through the postage stamp on it.

Segrave is a magnificent shot. Shooting is one of his favourite sports. He likes wildfowling on his native Irish bogs best of all. Each season he shoots in Norfolk at a certain lordly house where they kill pheasants by the cartload; but his joy in life is to kill a right and left at snipe with one foot in the water and the other on a bog-tussock.

And he collects weapons and armour. Two of my most-prized possessions are a harem dagger with which the ninth Caliph of Bagdad was stabbed by his favourite wife, and a demi-suit of Cromwellian armour which Segrave gave me. His father owns one of the finest private collections of armour and weapons in Europe.

Segrave never drinks and seldom smokes. He is a scientist and a business man, and leaves nothing to luck. He has no nerves and an immense sense of fun. Cynicism and sophistication are words whose meaning he has never learnt—and he will never grow up.

A. J. S.



THE 1929 A.J.S. "T.T. MODEL.

Years of careful thought combined with a long experience have characterized the production of A.J.S. Motor cycles which to-day are recognized as the leading machines for efficiency, appearance and true value.

Here no mass production methods are employed. Individual care and attention must be given to every part and each assembly less that standard of A.J.S. efficiency, recognized the world over, should in any way suffer or the reputation of these famous machines lose its high esteem.

The best quality of materials and workmanship cannot be purchased cheaply but, those who are farsighted will gladly pay a little more knowing that in their purchase of an "A.J.S." they have secured the best.

Full particulars upon application to:—

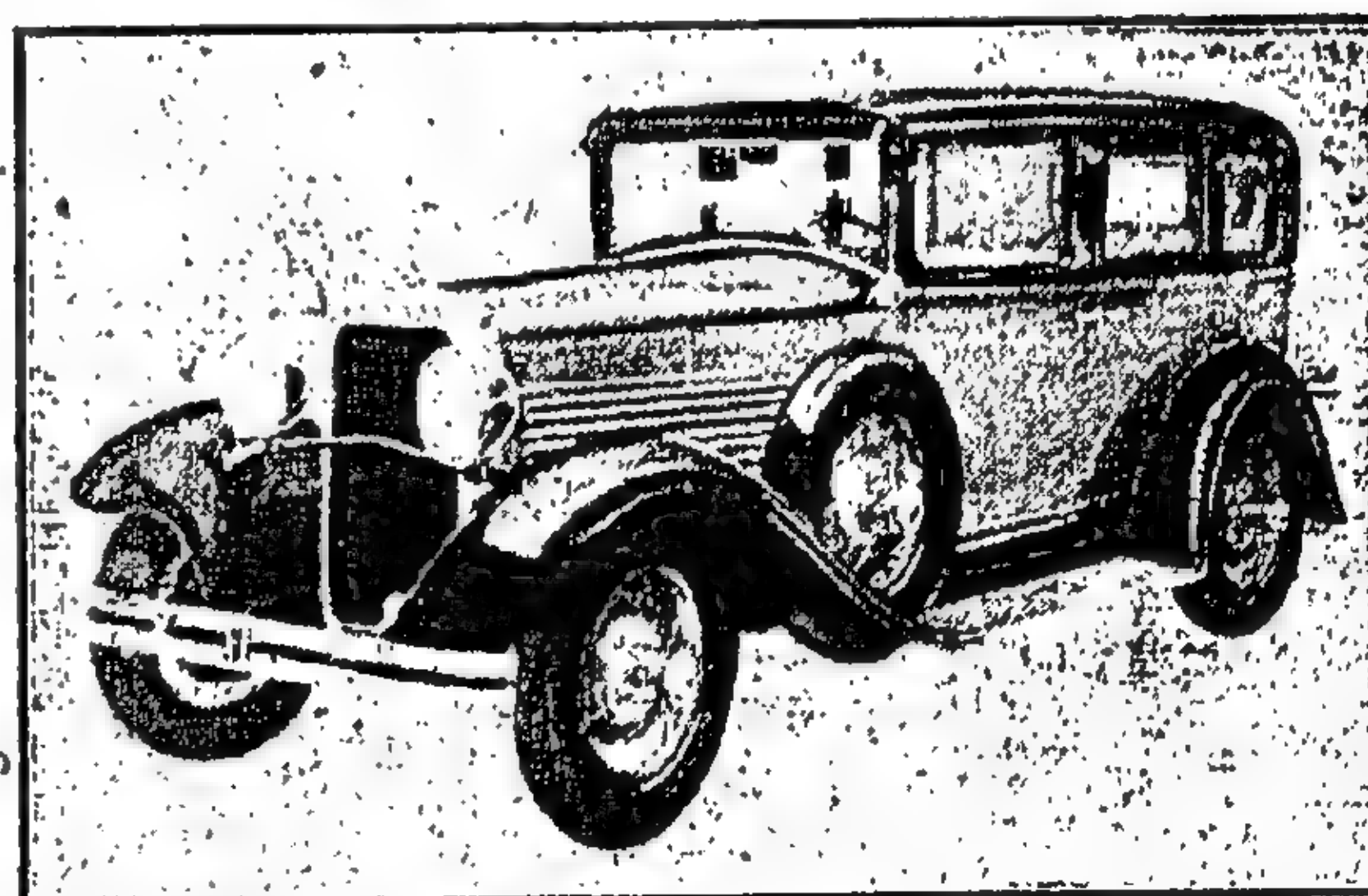
ALEX ROSS & (China,) Ltd.

HONGKONG AND KOWLOON.

ARRIVING NEXT WEEK

THE WORLD'S LOWEST PRICED

STRAIGHT EIGHT



the
Roosevelt
MARMON-BUILT

SOLE DISTRIBUTORS FOR
HONGKONG & SOUTH CHINA

S. L. KWOK & Co.

BANK OF CANTON BUILDING
HONGKONG

Tel. C. 3657

CATALOGUE SENT ON APPLICATION.

"RED" THURSDAY IN CANTON.**DAY PASSES OFF QUITE NORMALLY.****SHAMEEN NOT NERVOUS.**

Canton, Aug. 2.

The very strong precautions taken by the Canton City Police seem to have had the desired effect of preventing any Communist demonstrations on the occasion of the celebration of "Red Thursday."

The day passed off quite normally here, there being nothing to indicate any difference from any other day except that there were strong police patrols in various parts of the city.

During the few days preceding the 1st August there had been a certain tension, owing to rumours of intended Communist agitation, but on the day itself everyone went about business as usual, feeling entirely safe.

The Shameen Police of the two Concessions co-operated with the Canton City Police in their arrangements for maintaining order and preventing meetings or parades.

Reports of Shameen residents being nervous on the day itself are incorrect. On the contrary, everything was quite normal, business being carried on as usual. Foreigners who had business in the city did not hesitate to leave the island, whilst many golfers went as usual in the afternoon to the course at Tungshan.

Regarding the reported discovery of a large number of Communist circulars, actually the Shameen authorities have heard of only two copies of this circular, one found in the entrance of the Anderson Meyer building and one in the entrance of Jardine's mess, about 8 p.m. on the evening of the 31st July. These circulars were evidently the work of some illiterate amateur Communist, written in very poor English, a large part being practically unintelligible.—Our Own Correspondent.

MOSCOW WARNING TO MUKDEN.

(Continued from Page 1.)

morning, and he is conferring with Chang Hsien-ting this afternoon, leaving tomorrow for Harbin to meet Mr. Tsai Yun-shing.

Serious Affair.

Tokyo, Aug. 2.

From Harbin it is reported that the outrageous conduct of the local Chinese police and soldiers has become a daily happening in Harbin. Not infrequently foreigners are the victims.

The latest case wherein a foreigner was subjected to physical violence at the hands of the Chinese police occurred on Tuesday afternoon in broad daylight in the street. The victim was the American vice-consul who was violently treated when he tried to remonstrate against the brutal handling of an American girl who had roused their ire.

The American consul lodged a protest with the Chinese authorities while it is reported that the Consul's body was seriously concerned over the increasing violence on the part of the police.—Reuter.

A Bank Employee.

Tokyo, later.

A message from Harbin says the victim of police roughness, reported previously, is not the Vice-Consul but an American employee of the National City Bank of New York.

The American Consul visited the Chief of Police and demanded an explanation, reserving the right to protest if an investigation justifies it.—Reuter.

JAPAN'S ATTITUDE.

Unwilling to Participate in International Commission.

Tokyo, Aug. 2.

There seems little doubt but that Japan will be most unwilling to participate in the International Commission dealing with Manchuria, unless possibly in the event of an unforeseen emergency.

Even so she would not welcome the participation of the other Powers in the settlement of questions affecting Manchuria, where she considers her own interests are paramount and more vital than any considerations of international co-operation. Consequently the Government is extremely anxious to see the Sino-Soviet negotiations proceed smoothly.—Reuter.

The engagement is announced between Mr. Francis Brimblecombe, Prison Department, and Miss Penny Blyth, 46, Wyndham Street, Hong-kong.

KIDNAPPING LAWS TIGHTENED.

(Continued from Page 1.)

Chinese Affairs, and (b) that nothing in the sub-section in question shall be construed as conferring on any adoptive parent or employer any right of retaining possession of a child as against the child's parent or guardian or as against the child.

Two Amendments.

The opportunity is taken of making two other amendments of the same section. One of these two amendments is affected by paragraph (a) of section 2 of this Ordinance. Section 45 of the principal Ordinance at present reads "Every person who unlawfully, either by force or fraud, takes away any child."

Some little difficulty has sometimes been felt about the words italicised above in the case of very young children where it can hardly be said that either force or fraud is necessary for the kidnapping.

Accordingly paragraph (a) of section 2 of this Ordinance deletes the words "either by force or fraud" and substitutes the words "by any means."

The other amendment is made by paragraph (b) of section 2 of this Ordinance. Section 45 of the principal Ordinance at present provides that "no person who has claimed any right to the possession of the child and no person who has claimed to be the father of an illegitimate child, shall be liable to prosecution on the ground of having taken the child out of the lawful charge of some other person."

No doubt these words refer to bona fide claims but it has been thought better to provide expressly that the claims must be bona fide.

50-year-old Problem.

Section 3 of this Ordinance is an attempt to legislate for a matter which has been discussed off and on for fifty years. The section makes it an offence to take any part in any transaction the object of which is to transfer the possession of any minor under eighteen for any valuable consideration, unless the accused can prove that the transaction was bona fide and solely for a purpose of a proposed marriage or adoption in accordance with Chinese custom.

The section also makes it an offence to be in possession, without lawful authority or excuse, of any such minor who has been so dealt with after the commencement of this Ordinance, whether such minor was so dealt with within or without the Colony.

An offender against the section may be sentenced to a fine not exceeding one thousand dollars or to imprisonment for any term not exceeding one year, or to both such fine and such imprisonment. No prosecution can be instituted without the consent of the Attorney General.

Subsidiary Points.

The section also contains three subsidiary provisions as follows:—

(a) It empowers the magistrate to "find" the age of the minor whether evidence of age be given or not.

(b) It provides that it shall be no defence to a charge under the section that the minor consented to the transaction, or that the minor received the consideration or any part thereof, or that the accused believed or had reasonable ground to believe that the minor was not under the age of eighteen.

(c) The section also provides that nothing in it is to be considered as recognising in any way whatsoever the possibility that rights of possession, custody or control over any person can be transferred or conferred for valuable consideration for any purpose.

DRUGS HIDDEN ON LORD LLOYD'S TRAIN.**HASHISH SMUGGLERS' RUSE FAILS.**

Jerusalem, July 3.

It is reported here that 24 packages of hashish were found last Friday at Ludd railway station, hidden in the special saloon car provided for Lord Lloyd, the High Commissioner for Egypt, who has been in Palestine on his way back to Egypt after visiting Syria.

The hashish was found just before the train was about to leave on its way to Egypt.

Evidently the smugglers thought that they would profit by the immunity of Lord Lloyd's train, and that their smuggling would in that way go undetected.

On the following day a search of the saloon car bringing Mr. Campbell (Acting Director of Railways) also revealed several parcels of hashish.

Hashish, an Indian hemp preparation, is used in the East to induce visions. It rapidly leads to the drug habit and consequent demoralisation.

ROSS INSTITUTE.**HONGKONG'S INTEREST MUCH APPRECIATED.**

In the annual report of the Ross Institute and Hospital for Tropical Diseases it is stated that the Executive Committee of the Institute is most grateful to Mrs. T. Southern, representative of the Institute in Hongkong. Mrs. Southern made an appeal and gave an entertainment on behalf of the Institute in Hongkong. Sir Robert Ho Tung, Lady Ho Tung, Mr. Ho Kom Tong and Mrs. Ho Kom Tong have become Life Associates.

The total sum received from the above sources is £140.

Mrs. H. T. Cressy, President of the Hongkong Women's Guild and Ministering Children's League, very kindly made an appeal to the Committee of the aforesaid Guild and League for a donation from the funds on behalf of the Institute, in view of the work which the Ross Institute is doing to assist diseases prevention work in the East.

This appeal met with approval, and a donation of £30 has been received. The interest taken in the Institute in Hongkong is much appreciated by the Committee.

Lady Pollock and Lady Birdwood have become Life Associates of the Institute.

An appeal included with the report says:—

All those who read the foregoing report must realize the value to the Empire of research work in the prevention and treatment of tropical diseases. Among tropical diseases, malaria is probably one of the greatest causes of mortality, and is certainly the greatest cause of sickness generally.

The Ross Institute in extending the Malaria Department is creating a very valuable centre to fight this disease.

Tropical diseases affect the life and prosperity of the Empire in a measure beyond calculation, and it is hoped that this fact will be remembered when general appeals are made for charitable purposes, so that a proportion of the huge sums given for general charities may be earmarked to help work being done to improve health in the tropical areas of the Empire.

The Ross Institute is supported entirely by voluntary contributions, and so far is in no way endowed. Consequently it is in very urgent need of generous financial support. £250,000 is required for endowment and £30,000 for hospital and laboratory extension.

EPSTEIN DRAWINGS BANNED IN U.S.A.**NUDE STUDIES "UNFIT FOR CIRCULATION."**

A book of drawings of nude women by Jacob Epstein, the famous sculptor, has been banned in America as "unfit for circulation."

The drawings were exhibited recently at the Godfrey Phillips Galleries, Duke-street, St. James, and have been purchased by the world's leading art collectors.

Copies of the drawings were printed and published in book form to make a permanent record.

A limited edition of 220 copies beautifully printed and bound, was issued, and 200 were for sale, each copy being signed by the artist.



"I've already had my soda; let's go in and look at some shoes. That's a better way to rest your feet."

THE TRANSATLANTIC MAILS.

(Continued from Page 6.)

Mauretania; a bluff, goodnatured British officer called out: "I guess that'll be all," the line was cast off, and the President started up the bay.

The President, with its lower deck piled high with mail, eased into Pier 72, and almost before its lines were made fast, a conveyor had been hoisted from the dock to the bow of the ship, and over an endless chain, the bags of mail began to speed ashore, direct to the tailboards of waiting mail trucks, which would carry them to city stations or to the Post Office for resorting for foreign destinations. Within the pier stood a string of mail cars awaiting the two steam lighters which were carrying mails for interior points and which had followed us up the bay.

The Mauretania was still in the stream, opposite her Fourteenth Street pier, we had passed her again as she was being shoved in by a fleet of tugs. The United States mails were on their way to destinations throughout the world. Uncle Sam had saved his nephews and nieces and his cousins overseas a few hours by sending down to Quarantine to get their letters ashore earlier than would have been possible had they remained on the big liner.

And this smooth machinery, this time-saving device, this daily, and almost hourly, performance on days when several mail ships arrive, is the result of constant supervision, of efficient planning and management, of co-operation between R. P. Williams, superintendent of the mails in New York, and J. N. Crocker, manager of mail and express traffic of the New York Central.

Nor does "snow nor rain nor heat nor gloom of night" stay these couriers from the swift completion of their appointed rounds, although our guide added that a couple of new men, just appointed to the postal service, and seeing the inscription on the General Post Office Building, agreed that the man who wrote the slogan had misapprehended "carriers."

P. S. in the Christian Science Monitor.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths: Plague, Tamatave 1, Alexandria 2 (1), Port Said 1, Bassem 6, Bangkok (4), Pnom Penh (3), Saigon 1 (1), Philippines 3, Tungliao (Mongolia) 13; Cholera, Calcutta (28), Bangkok 2, Pnom Penh (1), Saigon 2 (1), Shanghai (2); Small-pox, Aden 22 (17), Bombay 21 (16), Calcutta 5 (3), Karachi 34, Meulmein 6 (1), Pondicherry 9 (1), Macassar 6 (2), Telawan Doll 1 (1), Saigon 1, Canton 1, Cerebro-spinal Meningitis, Balikpapan (1), Shanghai (4).

A firm of exporting booksellers took a copy to New York, where it was declared to be the customs. It was immediately seized and sent to Washington, where the ban was issued.

When told of the ban Mr. Epstein said: "Now, isn't that silly? Whatever have they done that for? I don't know what happened, but it is extraordinary."

The Very Idea!

Mr. M. H. Ellis, in his "Express to Hindustan," tells the following story of an unexpected encounter: It was thus that a swarthy Arab potentate greeted him:

"Well, young feller me had, and what can we do for you?" said the sternest and youngest of the black beards, a man about 45 years old. "What can we do for you, eh?"

"Great Snakes!"

"I thought that would fetch you. I've just been betting old Achmed here that you were British. I knew it the moment I spotted you coming up the hill. You're worth a new pony to me—If the old blighter pays up."

"You've been in England, I see?"

"I have, Balliol, Inner Temple. How's the old Regent Palace? Squatter-vous and tell me all about it, and have a wee drapple."

"Was your garden any good this year?"

"Rather. It enabled our next-door neighbour's chickens to take first prize at the poultry show."

Nottingham man—I have been out of work a year and twelve months.

Wood Green witness, taking the oath.—The evidence I give above will be the truth.

Woman, giving evidence at Wood Green.—It was on a Tuesday before a Wednesday.

Willenden father.—That girl of mine has been a thoroughly wicked woman ever since she was born.

Magistrate's clerk, at Tottenham.—When did your husband make his last payment to you? Wife.—When he made the first.

Mr. W. B. Luke, Willenden Magistrate.—The second wife often comes in for a heritage of trouble that really belongs to the previous one.

A correspondent, quoting as his authority a Roman romance entitled "Roving Royston," in which the hero is a Diddik, suggests that this is the origin of the corrupted Diddykies. A Diddik is a half-breed between Roman and Gorgio.

This is confirmed by a Bristol lady, solicitor. An old Somerset woman spelt "Diddik" to her, but when pressed for its exact meaning replied:

"Well, Miss, these cassin't call they Gypsies, exactly; they be more what I do call going-about bodies."

This same lady asked an old Gloucestershire man of over 80 if he knew the word. He said that he had known the word since he was "grasshopper-high."

I am also informed that the corruption, Diddykies, is extensively used still in rural Northamptonshire.

It was a poor sort of hotel, and the frate visitor dashed down to the office. "Here, I say," he said to the man there, "are you the manager of this confounded establishment?" "Yes, sir—I am," was the reply. "Well, then," the visitor stormed, "I would have you know I have a very serious complaint—" "You have, sir?" the manager said, "then, by heaven, don't come near me, it may be catching!"

Visitors to Wimborne Abbey are puzzled by the astronomical clock which defies summer time. It was made by a monk of Glastonbury six hundred years ago, and has been going continuously ever since. It is wound daily. Possibly it would be deemed a sacrilege to alter it according to Parliamentary regulations. The ghost of the ingenious monk might protest. The clock has a curious dial. The earth is represented in the centre, the moon revolves around denoting its phases, while the sun describes the outer circle and points to the hour.

A very little girl was having a lesson in simple spelling, her advance to be made easier by the comparative method.

"What does O X spell?" she was asked.

"Ox" was the reply.

"Quite right," said the teacher encouragingly. "Then what does B O X spell?"

"Cow," was the little pupil's unhesitating response.

I hope that if we lose all the championships in the world you will not believe that this country is decadent.—Dr. Cyril Norwood.

An Englishman to-day would need a good deal of moral independence to be seen reading a Bible in a crowded railway carriage.—Mr. John Drinkwater.

The public think of melody too much in terms of "Home"—Mr. Eugene Goossens.

I am one of those who feel that all their manhood disappears when their knees are bare.—Dr. Allington.

A Scottish parent never has so much pride in a son as when that son ceases to cost him money.—Prof. Grierson.

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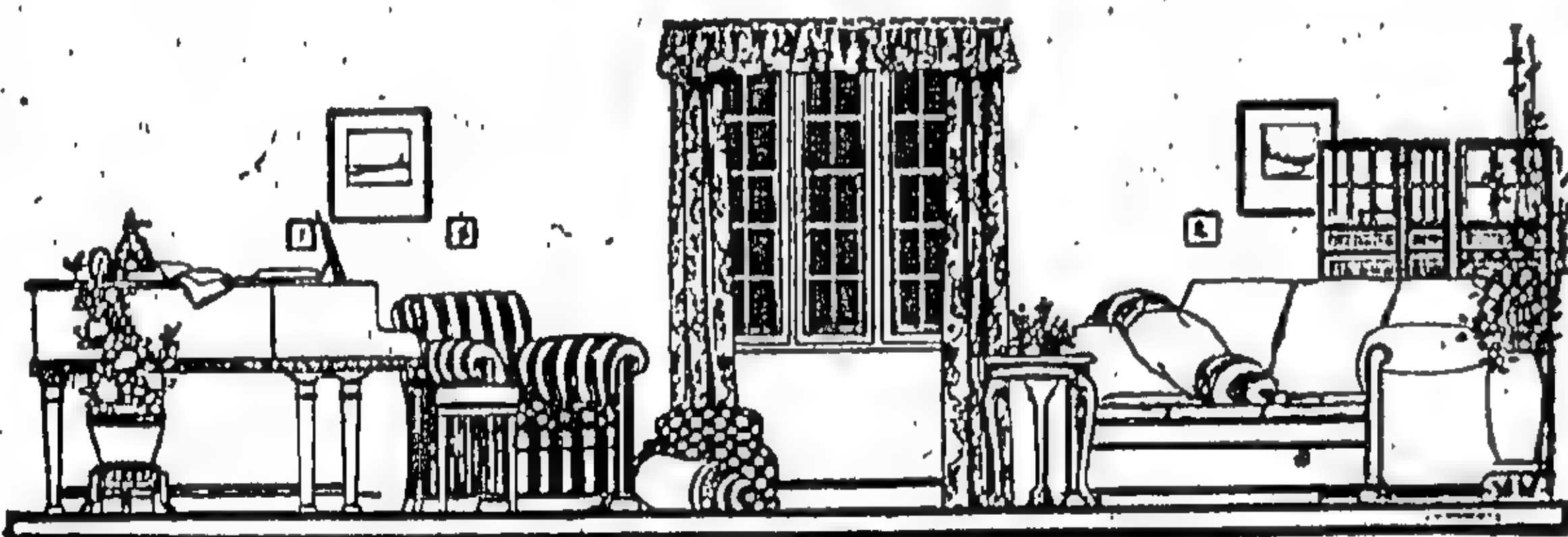
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SHANGHAI.

A BOGUS FIRM?

"BUCKET SHOP" CASE BEFORE THE COURT.

What is called in popular parlance a "bucket-shop" case came before Mr. E. W. Hamilton at the Central Police Court yesterday afternoon, when seven Chinese were charged with conspiracy and with obtaining goods by false pretences, and on credit, to the total value of \$5,600.

A dozen Chinese firms and shops, ranging between a printing shop and a leather manufactory, are named as the victims of the conspiracy.

For the prosecution, Mr. E. S. C. Brooks said that the accused belonged to an organization, which, styling itself the Kwong Fook Wing Firm, in May last moved into premises which had been vacated by the Kwong Fat Wing Firm, on giving up business.

Details regarding tenancy were arranged with the man who leased the premises, and a red paper was put up bearing the legend "Kwong Fook Wing" as a signboard.

Shortly afterwards, the new tenants commenced business; the method by which this was carried out was detailed by Mr. Brooks as follows:

The first accused, or any one of them, would go into various shops in the neighbourhood and order goods, in some cases in the name of the defunct Kwong Fat Wing Firm, in other cases in that of the Kwong Fook Wing Firm. But when the latter course was carried out the representation would be made that the latter firm was an agent of the former.

Also, goods would be ordered by any of the accused individually, and in that case, payment was guaranteed at the Kwong Fook Wing. In all cases, when goods were delivered at the shop, it was the chop of the Kwong Fat Wing that was applied to the delivery books.

"Show" Purposes.

Mr. Brooks produced a book which he said was all that was used by way of accounts. Other books were submitted by him as having been kept only for "show" purposes.

It was thought that the second accused would turn King's evidence, but when the question was put to him by Mr. Brooks, he returned an emphatic denial.

The first witness called was Hui Hung-kwong, master of the Wing Wa Kee firm, of No. 11, Connaught Road West. He said that his firm occupied the first and third floors of that address, and that the second floor, until May last, was rented out to the Kwong Fat Wing firm.

The Kwong Fat Wing was a firm of ten years' standing, but towards the end, it was in financial difficulties, assistance having been withheld by some overseas supporters, and finally, in May last, it was obliged to give up business.

LOCAL BILLIARDS.

H.K. POLICE RESERVE BEAT H.M.S. CASTOR.

In a friendly billiards match played between the Chinese Company, Hongkong Police Reserve, and H.M.S. Castor, on Thursday evening at the Police Reserve Club, the contest ended in a win for the former, by 187 points.

H.K.P.R.	H.M.S. Castor.	
F. C. Mowfung	150 Pures	112
Sinn	150 Moody	143
Leung	150 Pooley	135
Chenah	142 Mitch	160
Kwok	134 Spry	150
Wong	160 McKenzie	99
	870	689

At the monthly meeting of the Chinese Chamber of Commerce yesterday afternoon, the names of Messrs. Chau, Yue-long and T. N. Chau were announced as having been elected Chinese representatives of the Chamber on the newly formed Harbour Board. Mr. M. A. Lo, who had been elected, declined to accept the post, which was subsequently offered to Mr. Chau Yue-long.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
LATE, HATE, HATS, HAWS,
HEWS, NEWS.

On May 20 last, witness received a visit from a man whom he recognized was the first accused. The proposal was made that the floor vacated by the Kwong Fat Wing should be taken over by the firm which accused said he represented. The necessary details having been carried through, the Kwong Fook Wing, as represented by the accused, took up tenancy.

They put up a signboard over the staircase landing outside their own floor, bearing an inscription which was interpreted as meaning that the Kwong Fook Wing, then established, was a branch of a firm of that name in Canton.

The case was adjourned until next week.

Mr. A. E. Hall is appearing for one of the accused and Mr. F. X. d'Almada, Jr., for three of the others.

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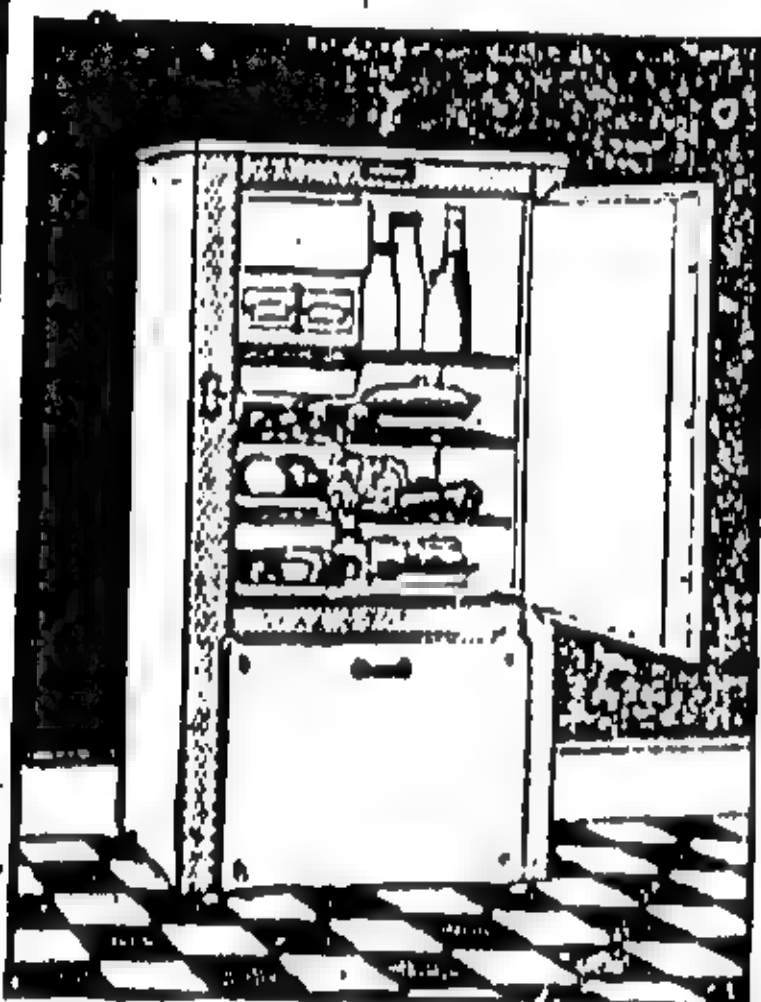


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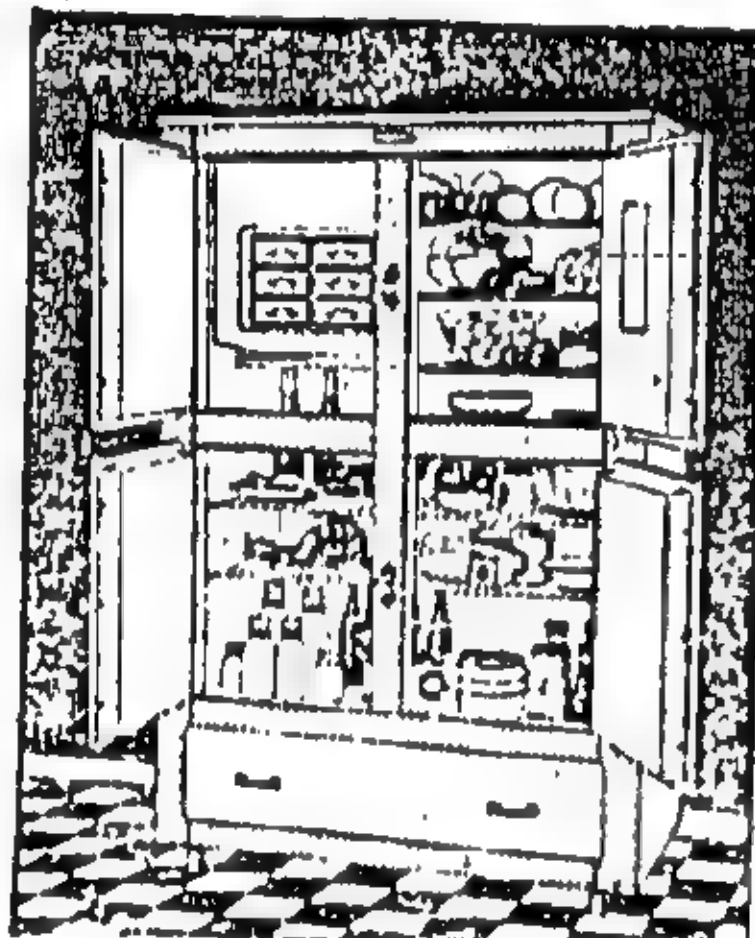


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OR THE ROOMY

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A DRAMA OF CAIN AND ABEL.

GERMAN TRAGEDIES OF THE YOUNG.

Berlin, June 27.
Another case has been added to the long list of tragedies of the very young in which post-war Germany has gained so distressing a reputation. The trial of the nineteen-year-old Manasse Friedlander at the Criminal Court, in Berlin, this week for shooting his eighteen-year-old brother and his friend of the same age dead in his parents' flat has already occupied four days' hearing.

German pedagogues are refusing to regard Manasse as a typical case, seeing that he and his family entered Germany from Russia after the Revolution and that during his schooldays he had a constant struggle with the German language. But Manasse was brought up among German boys, and appears to have only differed from them by his disregard of what his masters thought and said of him.

This drama of Cain and Abel will find a place in the books of all psycho-analysts and be the subject of many aspiring German playwrights in the near future with very little embellishment, so full of dramatic possibilities is the setting. Manasse and his brother, Waldemar, one year younger, were the best of friends until the younger, Waldemar, began to outstrip his elder in size, strength, and personal beauty. He had a swifter intelligence, so that he was placed in the same class as Manasse, who was dreamy and forgetful. Above everything, though, Waldemar excelled in boxing, an art which he began to practice with the youthful enthusiasm evinced by many boys in Germany to-day. When resentment of Manasse's remarks he paid him out in corporal punishment, reminding him of earlier days when his elder was the stronger.

The Inferiority Complex.

The elder brother grew more and more resentful of this, more particularly as the mother praised the younger boy's prowess in fulsome terms. He was held up in maternal pride to the elder as a pattern of what modern youth should be. Soon the two boys did not speak to one another, and a classmate, Thor Fodex, a former friend of both, joined Waldemar in general scorn and dislike of Manasse, who found himself isolated in the family circle.

Unsuccessful at school, and growing more reserved at home, the elder boy begged his father to start him in a career, and chose Press photography as suitable to his tastes. But at the office of the Press photographer to whom he was apprenticed he displayed such intense resentment of a young relative who suddenly joined the firm that he was given notice. This occurred at much the same time as a girl friend of all three boys, highly esteemed by the two, Manasse, was spoken of in terms by the other two. Despaired by his mother, also painted in the pink, Manasse bought a revolver one night in one of those dark quarters of Berlin where no questions are asked.

THE MODERN YOUNG MAN.

MEDICAL OFFICER'S SEVERE CRITICISM.

Dr. C. E. Goddard, Medical Officer of Health for Harrow, in his annual report, comments on the lack of control of young men.

He says: "I suppose there is no doubt that, taking class with class, the girls have outstripped the young men in progress. It would almost appear that there is no proper system of control for the adolescent man, the good influence of the schools, the Church Lads' Brigade, the Boys' Brigades, the Scouts, the Guides, may not be entirely lost, but it must often be neutralised by the laxity of control and want of good influence as soon as the school days are past."

"One witnesses with astonishment the attitude of the fond and foolish mother and negligent father in the management of their sons and daughters at this critical age. The lad appears to do exactly as he likes; he often smokes the cheapest cigarettes all day, even at his work, keeps bad hours, reads trash, and in so many ways offends against the ordinary principles of hygiene; yet there is little control. Here is an opportunity for the establishment of a different regime, difficult to arrange and formulate, but necessary as a preliminary to the best training of the future heads of families and fathers of the race."

ed. He had begun, he stated in court, to study "night life."

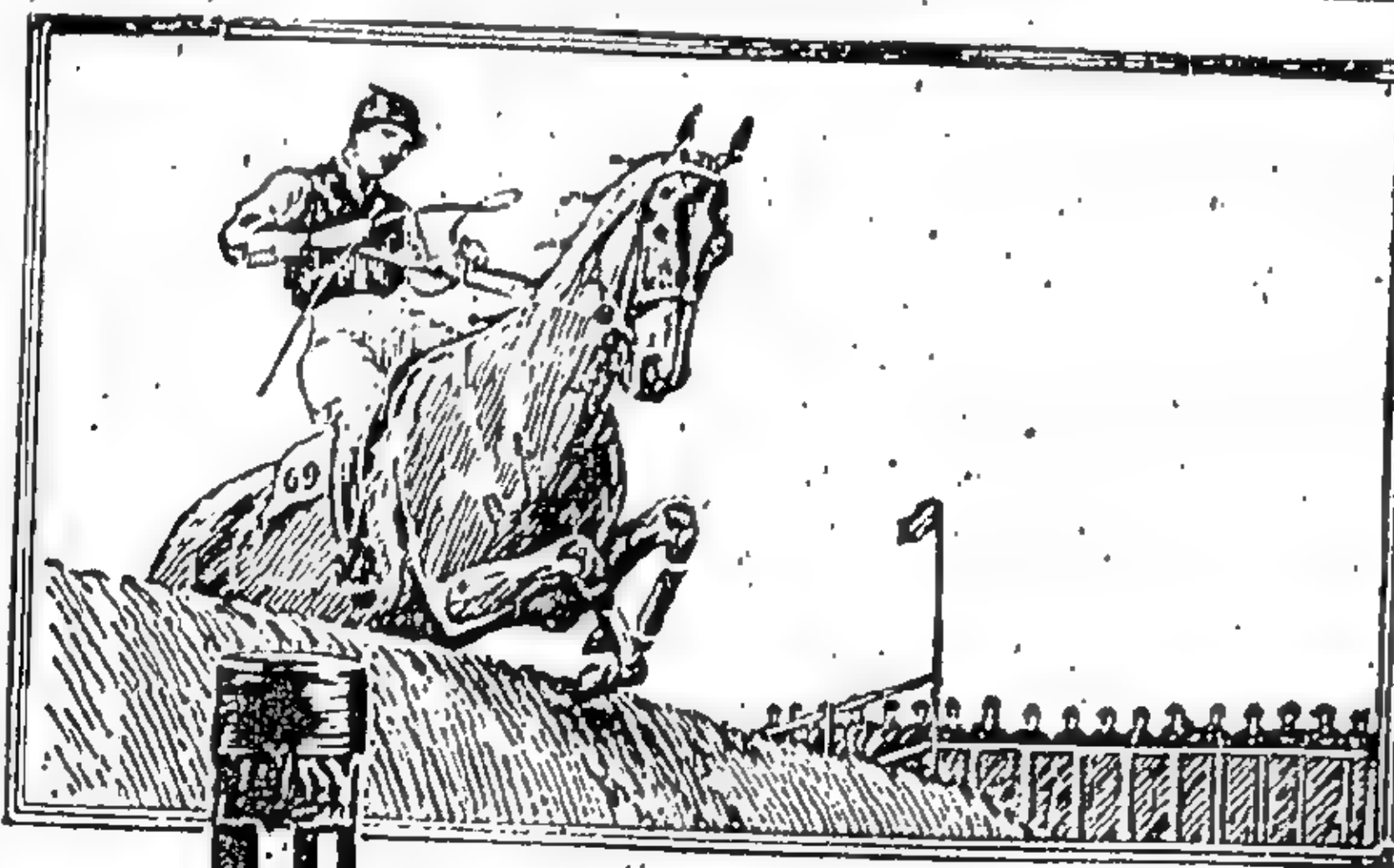
Parental Remorse.

One afternoon when Waldemar, who was very musical, was playing the piano in the presence of his friend Thor, Manasse arrived home to find the flat otherwise empty. One of Waldemar's scornful remarks was flung at him as he passed the door. Two minutes afterwards Manasse appeared again with his revolver and shot both boys dead, leaving the bodies as they fell to go and inform the next police station of his deed.

The self-reproaches of both parents, who own to have preferred the younger to the elder son, and their pleading for the judge to have Manasse home again, loved and pardoned, have illuminated the home life of those families which are trying to build up a new existence in post-war Germany. The Russian-Jewish element may have prevailed in the composition of the Friedlander family, but the system of education and the new admiration of athletic prowess was German. The possibility of purchasing revolvers and munition at the next street corner as it were, is a feature of Berlin. The test is a study for the many specialists in youthful psychology who have been present at the trial.

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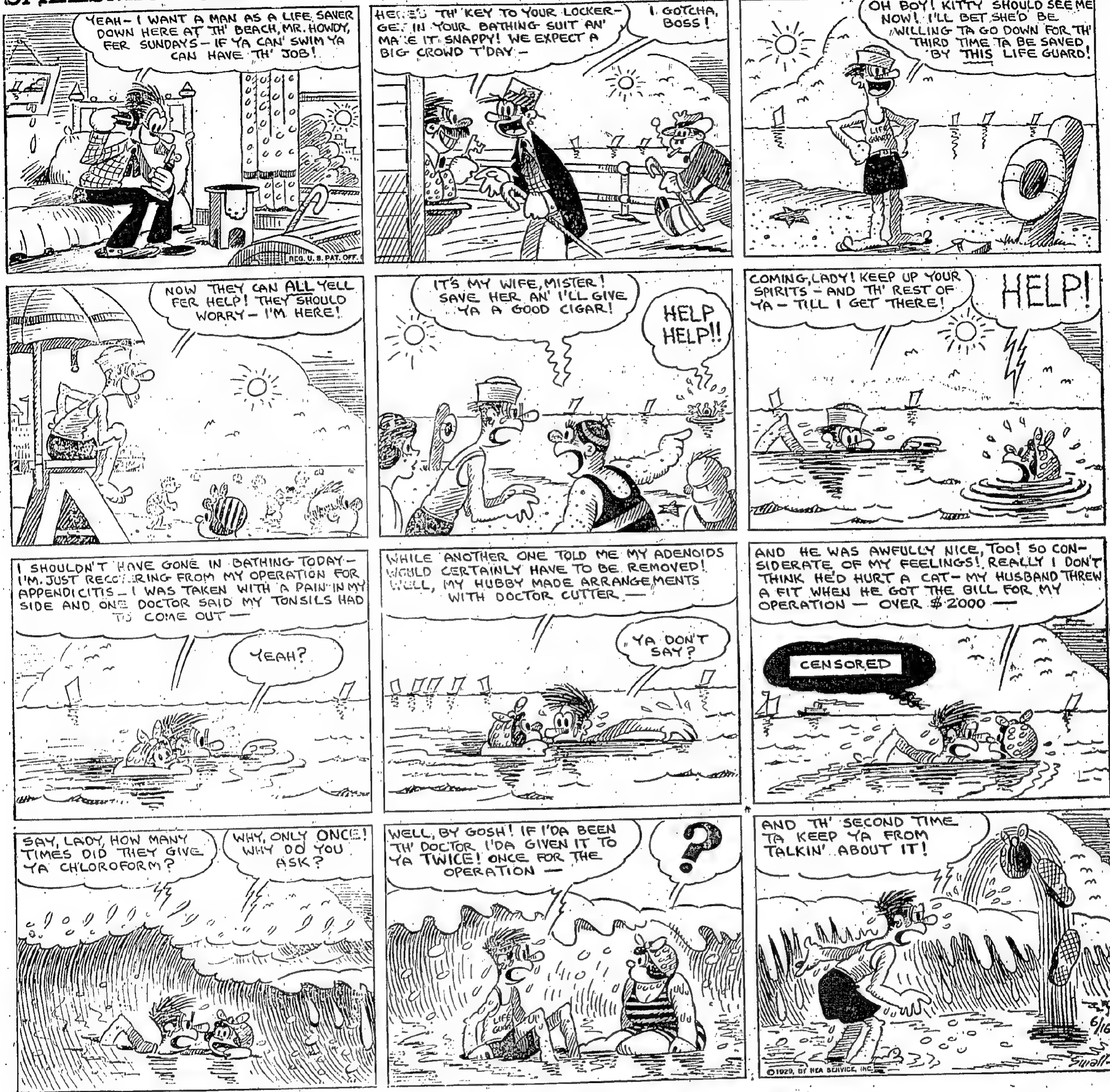
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FURTHER REDUCTIONS & BARAINS
IN ALL DEPARTMENTS.

Our Store will be Closed for Business on **MONDAY, August 5th.**

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OCEAN STEAMSHIP CO. LTD.

CHINA MUTUAL STEAM
NAVIGATION CO. LTD.Consignees per Company's Vessel,
"MERIONES"
From UNITED KINGDOM via
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are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from Godown on and after 3rd August.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23rd Aug. or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Hongkong, 3rd August, 1929.

MATERNITY CLASSES FOR FATHERS!

WOMAN'S RETORT.

A lively interjection brightened the opening of the English-Speaking Conference on Maternity and Child Welfare.

It arose out of references to the position of the prospective father. "It has been recognized," said the Marchioness of Aberdeen, who presided, "that we need the co-operation and understanding of fathers, and

maternity classes have been started at which an attempt is made to explain the responsibility which lies on them in these matters.

"In days gone by the general attitude was rather that fathers were in the way. Nowadays, stress is laid upon what fathers can do in regard to the care of their wives."

The question was taken up by Dr. D. H. Geffen, Medical Officer of Health for Enfield, who said boys must be trained to be good citizens and be capable of making an honorable and honest living.

"This is so with girls as well," he said, "but in addition a girl must be trained in such a way that she is capable of becoming a wise and healthy mother."

A question of age. Dr. Geffen was developing this subject when a woman member of the audience indignantly interjected:—

"One would think that a child only had one parent. Why on earth should not boys be trained to be wise and good fathers if girls should be trained to be wise and good mothers?"

The remarks were greeted with applause, and, in reply, Dr. Geffen

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', LONDON and STRAITS.

The Steamship, "BENEDI"

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th August, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 22nd August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23rd Aug. or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Hongkong, 3rd August, 1929.

GIBB, LIVINGSTON & CO., LTD., Agents.

HONGKONG, 1st August, 1929.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship "ATHOS II."

Arrived Hongkong on Tuesday the 30th July, 1929.

from MARSEILLES, etc. and also bringing cargo from BORDEAUX &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd., Kowloon, where delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday the 8th August, 1929 or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard and Douglas at 10.00 a.m. on Saturday, the 3rd August, 1929.

No claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 30th July, 1929.

TWICE REGISTERED.

JUDGE EXPLAINS UNUSUAL POINT TO MONEYLENDER.

The case in which an alleged Chinese borrower declared he had not seen or spoken to the Indian moneylender concerned was again before the Police Judge (Mr. Justice Wood) in the Summary Court yesterday afternoon when no judgment was given. His Lordship raised a point as regards the effect of the law on registration of moneylenders and restored the matter to next Friday's list to give the plaintiff time to consider his position.

The action was brought by the Oriental Money Loan Association, No. 1, On Lan Street, against K. U. Leung. There are two other defendants named on the writ, these being Fung Shui-kay and Li Kum. The former is not to be found and judgment has been entered against the latter who, however, has gone bankrupt.

Signature Denied.

At the previous hearing, Leung denied he had signed the note and contended his name was Y. S. Ling.

Further evidence was heard yesterday, in the course of which Sapooran Singh, the President of the Association said it consisted of four members, all of whom were registered moneylenders.

His Lordship said that a new point had occurred to him. He had looked up the ordinance which laid it down that a moneylender, having registered himself as such, shall only trade under his registered name. That was to say, once registered, a moneylender could not trade under another name. There was a case decided in 1924, continued his Lordship, in which two moneylenders registered their names in partnership, after which one of them took a note in his own name. In that case it was decided that the money could be recovered because the man took the note in his own name instead of in the name of both himself and his partner.

From the rulings in that case, said his Lordship, it seemed that the Oriental Money Loan Association was in the same kind of position. It appeared, however, that the members of the association acted in entirely good faith and he was not suggesting that they had not done so, but his Lordship's view was that the 1924 case was right. Sapooran Singh was wrong in registering himself a second time under a business name.

Judge's Advice.

His Lordship added he wished to explain the point to Sapooran Singh but he did not intend to act upon it until such time as Sapooran Singh had considered it. His Lordship advised the man either to give up the association and claim the money for himself or to obtain legal advice.

His Lordship then examined four other notes which the defendant admitted having signed in previous cases, in all of which judgment had been obtained, against him.

Mr. Wood commented that the defendant's writing on those notes was not very similar to the writing on the disputed note, but, he said, he would restore the case to next Friday's list.

CORRESPONDENCE.

Hongkong Amusements Co., Ltd.

[To The Editor of Hongkong Telegraph.]

Sir,—Although not a Director, I do happen to know a good deal of the inside workings of the above Company.

It seems to me rather an extraordinary thing that the Chairman at the general meeting should have gone out of his way to make some very favourable comments regarding Mr. Ray's service with the Company.

On this account the Directors are evidently not in a position to give a reply to the criticisms re pictures, as actually, practically all these pictures which the Directors must agree, are some of them not good, were contracted for by Mr. Ray before his resignation, notwithstanding the oft-repeated complaints that the films were better during his regime. Having been contracted for by a responsible servant of the Company, they must be taken up. Reginald Denny pictures—I believe they are Paramount efforts—and other good pictures from the same studio, had to be discontinued for sometime, owing to certain difficulties. Gradually these difficulties have been smoothed over, and we are bound to see more of this excellent studio's production as time goes on.

As regards the pictures shown, it is a well known fact that in contracting for a series of pictures issued from a studio, the purchaser cannot pick and choose if clients are to be catered for, as if a regular service is required the producer must take all or none.

Further, the question of what is an attractive picture or not, I thought was a matter of individual taste,—however, I now see it is all a question of degree of intelligence, but any-way the result is the same, what suits one does not suit another, but it requires a much higher management than any mortal one to put this right.

As regards price, for a decent seat in a London Cinema show the price is 5/- which is 160% more than the same class of seat here. The chief picture in a London show runs for at least three weeks constantly, whilst here owing to the less population it is necessary to have a change of picture three times a week. Even the lowest degree of intelligence, and I venture to hope the highest degree of intelligence also, can see the risk of getting a certain number of poor pictures if the management has to get 150 pictures per annum, i.e., three per week, instead of 17 pictures per year or once every three weeks. It reflects greatly to the credit of the management the fact that almost ten times as many pictures are bought for display and yet the seating prices are kept at such a low figure in comparison with more thickly populated areas.

As regards choosing of pictures for the foreign clients by a Chinese staff, this, if it were done, would, of course, be suicidal. Actually the pictures are chosen by the issuing studios, who contract to give a regular supply, and the Chinese staff can be neither praised nor blamed for the pictures being good or otherwise. They must be shown as received, or there would be no pictures to show at all, and although some of your correspondents might think this a blessing judgment from the trend of their letters, there are many others who would be very sorry.

The enticing advertisements are also supplied by the advertising experts attached to the same studios, and are sent with the pictures, so

THE OPIUM EVIL.

NANKING LETTER TO LOCAL CHINESE CHAMBER.

At the monthly meeting, of the Chinese Chamber of Commerce yesterday afternoon, presided over by Mr. Li Yick-mul, (the Chairman of the Chinese Chamber of Commerce,) the Secretary, Mr. Chen Heung-pak read a letter addressed to the Chamber by the Central Executive Committee of the Nanking National Government in which the Hongkong merchants were informed of the determination of the Central Government to exterminate the opium evil and requesting the merchants to co-operate with the authorities in conducting an anti-opium campaign.

The Nanking leaders said that recently many Chinese merchants overseas had been taking part in opium smuggling, and financing the opium. The Central Government regretted that under the protection of foreign governments in foreign concessions and sea-ports in China the evil-doers often got away with light punishment. It is the opinion of the Central Government that the sentences imposed on opium smugglers in the foreign concessions and sea-ports are not by any means adequate.

The Nanking government made it clear to the Hongkong Chinese Chamber of Commerce that henceforth any opium smugglers, or those found to have transgressed the anti-opium ordinance of the Chinese Government, arrested and sentenced at any of the foreign law courts in China, not under Chinese administration, are liable to be detained by the Chinese police upon their return to Chinese territory after they have served their terms in foreign prisons. In such case, when the Chinese Government believes that the sentence of the foreign court is not severe enough, they may impose further punishment.

The new ordinance, it was stated, was suggested by the Nanking Anti-Opium Commission, who had asked the Nanking Overseas Chinese Affairs Committee to write all Chinese Chambers of Commerce in foreign ports and concessions in China informing the merchants of the Government's intentions.

If they are misleading, then the entire world is being misled, as I venture to hope that even the average intelligence will realize that none of the Metro Goldwyn, Paramount, etc. pictures is made exclusively for Hongkong.

In conclusion, if any sufficiently interested person cares to purchase any of the recognised cinema magazines, and refers to the names of the leading studios, and takes note of the releases of the Hongkong Amusements Co., it will be found that films from all the best studios are shown here, and surely the highest intelligence cannot expect better than the best.

The handsome profits the Company has made, notwithstanding having purchased a constant supply of first releases from the leading studios at a price evidently satisfactory to the studios concerned, points to the fact that the theatres must be well patronized, and this must mean that at least a good many patrons in Hongkong are well satisfied.—Yours, etc., X. Y. Z.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, F. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
* KHYBER	9,114	3 Aug. noon.	Marseilles, L'don & Hull
* KIDDERPORE	5,334	15th Aug.	Straits, Colombo & B'bay
MALWA	10,980	17th Aug.	Bombay, M'les & L'don
* KASHMIR	8,985	31st Aug.	Marseilles, L'don & Hull
MOREA	10,954	14th Sept.	Bombay, M'les & L'don
MANTUA	10,946	28th Sept.	Bombay, M'les & L'don

*Cargo only. *Calls Casa Blanca.
Frequent connections from Port Said for Passengers & Cargo to Constantinople, Smyrna and other Levant Ports by Steamers of the Redifial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS
TALAMBA 8,018 5 Aug. 3.30 p.m. S'pore, Penang & Calcutta
*TAKLIWA 7,936 11th Aug. S'pore, Penang & Calcutta
TALMA 10,000 27th Aug. S'pore, Penang & Calcutta
DALGOMA 5,953 4th Sept. S'pore, Penang & Calcutta
*Calls Rangoon

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)
TANDA 6,956 30th Aug. Manila, Sandakan, Thurs.
ST. ALBANS 4,500 4th Oct. Island, Townsville, B'bane
ARAFURA 6,000 1st Nov. Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hoko, Cebu, Kolumbugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN
TANDA 6,956 6th Aug. Moji, Kobe, Osaka & Yokohama
DALGOMA 5,953 10th Aug. Amoy, S'hai, Moji, Kobe & Osaka
*SHEAP-MOUNT 12th Aug. S'hai, Moji, Kobe & Yokohama
MOREA 10,954 16th Aug. S'hai, Moji, Kobe & Yokohama
TAKADA 6,949 16th Aug. Amoy, Moji, Kobe & Osaka
*Cargo only.

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., P. & O. Bldg., Connaught Rd., O., Agents.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.
Destination. Steamers. Sailings.

TO TSINGTAU via SWATOW & SHANGHAI
Hopang Sun. 4th Aug at noon.
Hangsang Wed. 7th Aug at noon.
Yatshing Sun. 11th Aug at noon.
Chaksang Wed. 14th Aug at noon.

TO OSAKA via AMOY, MOJI & KOBÉ
Suisang Thurs. 15th Aug at 7 a.m.
Kumsang Fri. 23rd Aug at 7 a.m.
Hosang Satur. 31st Aug at 7 a.m.
Kutsang Wed. 11th Sept at 7 a.m.

TO SINGAPORE, PENANG & CALCUTTA
Namsang Sun. 11th Aug at 3 p.m.
Yunsang Mon. 19th Aug at 3 p.m.

TO SANDAKAN
Mausang Satur. 3rd Aug at 3 p.m.
Hinsang Wed. 14th Aug at 3 p.m.

TO TIENTSIN
Cheongshing Thurs. 8th Aug at noon.
Chipsing Fri. 23rd Aug at 10 a.m.

For freight or passage apply to:—
JARDINE, MATHESON & CO., LTD.
Telephone 215. Central General Managers

GLEN LINE.

Fare Hongkong to London £82.
TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.
Motor Vessel "GLENAGLE" 7th Aug.
Motor Vessel "GLENAMOY" 4th Sept.
Motor Vessel "GLENAPP" 2nd Oct.
Motor Vessel "GLENHIEL" 16th Oct.

TO SHANGHAI, KOBÉ, YOKOHAMA & VLADIVOSTOK.
Motor Vessel "GLENAPP" 16th Aug.
Motor Vessel "GLENHIEL" 30th Aug.
Motor Vessel "GLENLUCE" 16th Sept.
Steamship "CARNARVONSHIRE" 27th Sept.
Motor Vessel "GLENBEG" 11th Oct.

For freight, passage and further particulars, apply to:—
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

SHANGHAI ROULETTE.

THE FINAL CASE IN THE RECENT CAMPAIGN.
Shanghai, Aug. 2.
In the concluding roulette cases in the Provisional Court, the defendant Fournier was sentenced to one year's imprisonment, and the defendant Santos to two months and a fine of \$1,000.

Fournier was convicted of managing No. 5, Yates Road, and Santos of being a frequenter. Notice of appeal was given in both cases. This marks the climax of the Settlement Police campaign to banish roulette. Our Own Correspondent.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$28 TO \$120—ON SALE.

SUMMER EXCURSION RATES.

From Hongkong to Shanghai and Return ... H.\$120
" " " Nagasaki " " H.\$165
" " " Moji " " H.\$190
" " " Kobe " " H.\$210
" " " Yokohama " " H.\$235

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
Taiyo Maru ... Wednesday, 7th Aug.
Tenyo Maru ... Wednesday, 21st Aug.

SEATTLE, VICTORIA via Shanghai & Japan Ports
Iyo Maru ... Monday, 12th Aug.
Shizuoka Maru ... Monday, 9th Sept.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via
Singapore, Penang, Colombo & Suez.
Fushimi Maru ... Saturday, 10th Aug.
Hakozaki Maru ... Saturday, 24th Aug.

SYDNEY & MELBOURNE via Manila & Ports.
Kaga Maru ... Wednesday, 21st Aug.
Tango Maru ... Wednesday, 25th Sept.

BOMBAY via Singapore, Penang & Colombo.
Tamba Maru ... Sunday, 11th Aug.
Tokushima Maru ... Wednesday, 28th Aug.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Bokuyo Maru ... Monday, 19th Aug.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.
Bingo Maru ... Friday, 9th Aug.

NEW YORK, BOSTON, HAVANA via Panama
Kuma Maru ... Friday, 2nd Aug.
Calcutta Maru ... Saturday, 17th Aug.
Kako Maru ... Friday, 23rd Aug.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
Delagoa Maru ... Sunday, 11th Aug.

CALCUTTA via Singapore, Penang & Rangoon.
Bongal Maru ... Thursday, 8th Aug.
Malacca Maru ... Friday, 16th Aug.

SHANGHAI, KOBÉ & YOKOHAMA.
Kitano Maru ... Monday, 5th Aug.
Morioke Maru (Kobe Direct) ... Monday, 5th Aug.
Matsuyo Maru ... Saturday, 17th Aug.

*Cargo only.
Reduced 1st class Excursion Rates quoted between Manila and Australia.
For further information apply to:— NIPPON YUSEN KAISHA, Tel. Central Nos. 292, and 3697 (private exchanges to all Dep'ts).

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.
Codes Used A1, A.B.C. Fifth Edition, Engineering, First and Second Editions.

Western Union and Watkins, Benson's Marconi.
Dock Owners, Ship Builders, Marine & Land Engineers, Boiler Makers,
Iron, Steel & Brass Founders, Forge Masters, Electricians

M.V. "NAGA."
STEEL TWIN SCREW MOTOR VESSEL.

Dimensions:—155' 0" B.P. x 35' 0" x 13' 6" Mld. B.H.P. 480. Speed 10 knots. D.W. 845.
Please address enquiries to the Chief Manager:—
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THE HONGKONG
PENINSULA HOTEL;
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AND
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ASTOR HOUSE; PALACE HOTEL;
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LIMITED.
In association with the Grand Hotel
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Central, Convenience, Com-
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Ideal Place for week ends.



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Tel. Kowloon No. 5. Tel. Address "PALACE."
UNDER ENTIRELY EUROPEAN MANAGEMENT.
A first class Residential and Tourist Hotel with all the conveniences
of a Home.
Bar and three Billiard Tables; two in New Billiard Saloon.
Moderate Terms: families specially catered for.
MRS. J. H. OXBERRY, Proprietress.
Hotel newly renovated.

EUROPE

Cables:—"EUROPE"
Singapore.

HOTEL

SINGAPORE

After dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

RUNNYMEDE HOTEL LTD.—PENANG

(Incorporated in the Straits Settlements.)

LARGEST BALLROOM IN THE STRAITS.
Overlooking the Sea.

Hot and Cold Running Water. Modern Sanitary System
Highest Quality Catering. European Chef.

PRODUCTS DIRECT FROM LONDON MARKET.
CABLES—"RUNNYMEDE." WILLIAM HAROLD PERRY—Manager



Just
the
Very
Brand.

**ASAHI
BEER**

SOLE AGENTS: MITSUI BUSSAN KAISHA, LTD. Hong Kong

Printed and Published for the Proprietors by FREDERICK PERCY
FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria
Hongkong.

THE ALOHA SERENADERS.



"The Aloha Serenaders," a talented combination of musicians, who will appear at the Kowloon
Football Club's open-air concert to night. They have gained a high reputation in special per-
formances given locally to the troops. (Photo: Mee Cheung).

COUNTY CRICKET WASHED OUT.

(Continued from Page 1.)

POINTS SHARED.

Lancashire on Top.

Lancashire had to be content
with four points from their match
with Derbyshire, at Manchester,
the visitors failing to complete an
innings. Lancashire made a
smart declaration in an effort to
gain first innings points. The
home county took first knock and
the closure was applied when the
score-board showed 200 for the
loss of three wickets.
Derbyshire had made 101 for 4
wickets when the match was
brought to an end.

Voice's Great Display.

London, Aug. 2.
At Nottingham, Nottingham beat Nor-
thants by an innings and 67 runs.
Batting first, Northants scored
76, Voice taking 7 for 23; and then
76; Voice taking 7 for 23; and then
76; Voice compiled 218.
Stewart Overwhelmed.
The South Africans beat Somerset
at Taunton by an innings and 34
runs.
The tourists scored 302 for 4, and
declared. Mitchell contributed 127.
Somerset replied with 122, Mac-
Millan taking 8 for 60; and then 146,
Bell taking 3 for 23.

Match Abandoned.

The match at Sheffield between
Yorkshire and an All England XI
was abandoned owing to rain.
Yorkshire compiled 320 for 4 and
declared, the Oxonian, A. Barber,
knocking up 100 and Othroyd 143.
The All England XI had scored 66
for 3 when play ceased.

WATER LEVELS.

FOR WEST, NORTH AND
EAST RIVERS.

The following table, compiled
by the Board of Conservancy
Works of Kwangtung, shows the
water levels in English feet on the
West, North and East Rivers on
the dates named:

	Aug. 1	Aug. 2.
Shiuhing	29.8	9.8
Tsingyuen	18.8	6.2
Shamshu	18.8	6.2
Shedung	4.4	6.2

The level at Tsingyuen on the
30th July was 6 feet.

WARSHIPS IN PORT.

The following warships are now
in port
Basin.—H.M.S. Tamar and
H.M.S. Stormcloud.
North Arm.—H.M.S. Sandwich.
West Wall Dock.—H.M.S. Cas-
tor.
In Dock.—H.M.S. Cicada and sub-
marine L19.
No. 13 Buoy.—H.M.S. Bridge-
water.
Foreign.—U.S.S. Miraflores and
French gunboat Vigilante.

Amongst the passengers who ar-
rived here by the a.s. President Lin-
coln were Judge William H. Atwell,
of Dallas, Texas, accompanied by
his wife. They are making a
world tour and are staying over in
Hongkong for a time.

Colonel and Mrs. R. B. Skinner,
Mr. and Mrs. N. H. Anderson, Mr.
and Mrs. J. R. Ferris, Mr. E. C. Lee
and Mr. H. K. Wang arrived on the
Khyber yesterday.

There is a slight alteration in
the list of new officials elected for
the South China Athletic Associa-
tion this year, as published the
other day. Mr. Ho Yu has been
elected Chairman instead of Mr.
Tsoi Kin-yung.

CABINET'S POLICY IN EGYPT.

NEW DRAFT TREATY GIVEN APPROVAL.

TERMS UNDISCLOSED.

London, Aug. 2.
It is officially disclosed that the
Cabinet has approved the Anglo-
Egyptian draft treaty, which was
initiated by Mr. Arthur Hender-
son and Mahmoud Pasha, the
Egyptian Premier.

The details of the Treaty are
to be published at an early date.
It will be recalled that last week-
end, the Egyptian journal, *El*
Mokattam, reported that the
Treaty drawn up by Egypt's re-
presentatives was being favour-
ably considered by the British
Government and that the terms
would comprise the following:—

The British High Commissioner
in Egypt will become Ambassador
and the Egyptian Minister in Lon-
don will be raised to ambassa-
dorial rank;

The Sudan Treaty of 1898
(under which the Sudan was to
be administered jointly by Britain
and Egypt) to be recognised;

Sudan debts to Egypt will be
recognised;

A small portion of the Egyptian
will return to the Sudan;
Britain will agree to the aboli-
tion of foreign capitulations and
the transfer of the powers of Con-

BATHING PICTURES.

Announcement Regarding the
Award.

As stated yesterday, Mr. J.
H. Hunt, Secretary of the
Y.M.C.A., has kindly under-
taken the judging of our
Bathing Picture Contest,
further entries in which will
be published next Saturday.

The result will be announ-
ced on Monday, 12th instant,
and not Saturday, 10th instant,
as stated yesterday. The
change of date is necessary in
order that the Judge may be
able to see all the published
entries.

sular courts to mixed courts;
Britain will relinquish her
claims for the protection of mi-
norities.

Britain will support Egypt with
force of arms in case of aggression
against Egypt;

Egypt will, similarly, support
Britain; and, lastly,

The British force in Egypt will
be transferred to the Suez Canal
zone.

In London it was stated that the
Egyptian version was incomplete
and not fully accurate.—*Reuter*.

TO BE VOLUNTARILY WOUND UP.

VICTORIA FOOD PRODUCTS CO., LTD.

At an extraordinary general
meeting of the members of the
Victoria Food Products Co., Ltd.,
held at the Office of Messrs. Russ
and Company on Wednesday last,
the following resolution was passed
as an extraordinary resolution:
"That it has been proved to the
satisfaction of this meeting that
the Company cannot by reason of
its liabilities continue its business
and that it is advisable to wind
up voluntarily and that Lam Kam
Wang, of No. 224, Des Voeux Road
West, Victoria, in the Colony of
Hongkong, be and he is hereby
appointed Liquidator for the pur-
poses of such winding-up."

SINCERE'S JEWEL ROBBERY.

BAIL OF \$300 GRANTED TO AMAN.

To-day, at the Central Magis-
tracy, before Mr. E. W. Hamilton,
Mr. J. M. Hall made an application
for bail to be granted to an amah,
who, charged with receiving stolen
property, figures as the third
accused in the case pending
against two men and two women
in connexion with the recent rob-
bery of jewellery from the Sincere
Company.

Mr. Hall pointed out that the
woman was employed by the other
woman who was also charged in
the case.

Replying to Mr. Hamilton, Ser-
geant Flattery agreed that the
amah was in the same position as
the other woman, and he had no
objection to bail.

Bail was allowed in the sum of
\$300.
The case has been remanded for
a week.

PEER'S BANKRUPTCY.

APPLICATION FOR DISCHARGE ADJOURNED.

An application by the Marquis
of Hertford, at Exeter County
Court for discharge from bank-
ruptcy was adjourned to Septem-
ber.

The Judge stated that if an an-
nouncement were applied for then it
would be granted.

The Official Receiver said that
liabilities expected to rank were
estimated at £2,521, but proofs
admitted and probable claims not
yet admitted, amounted to
£2,825.

Assets were estimated to pro-
duce £500, but had already raised
£3,397. An alleged course of failure
was being unable to repay divi-
dends on borrowed money. Every-
one would be paid by the end of
July.

DUMPING OF CHILD'S BODY.

AGED CHINESE CAUTIONED BY COURT.

"You don't want the old gentle-
man to go to prison?" asked Mr.
E. W. Hamilton this morning of a
representative of the Sanitary
Department, who was prosecuting
an aged Chinese for dumping the
body of an infant.

The Sanitary Department official
replied in the negative, and the
man, whose age was 70, was dis-
charged with a caution.

Inspector Bloor said there were
no suspicious circumstances at-
tached to the discovery of the
body on the hillside near Sand
Street. The child appeared to
have died three days previously.

INDIAN CONSTABLE'S SUICIDE.

SHOOTS HIMSELF THROUGH THE HEAD.

Police Constable B532, Sher
Mahomed, yesterday afternoon com-
mitted suicide by shooting himself
in the head with a Service revolver
in the storeroom of the West Point
Police Station.
The bullet went through the
man's head, and he died instantly.
The deceased joined the Force
upon arrival here from India three
years ago, and latterly had been
attached to the Western Division.
It is understood that he had
suffered from ill-health ever since
his arrival here.

A LOVE SYMPHONY OF YOUNG HEARTS!

HERE truly is a picture that excites and
absorbs. Gorgeous in its panorama of
passion, tender in its moonlit romance—a picture
to hold you enthralled until the very last flicker!



M. G. M. PRESENTS—

OUR DANCING DAUGHTERS

With

JOAN CRAWFORD

SPECIAL M.G.M. NEWS REEL
Including scenes of Paulini in training,
Vesuvius in Eruption and The Derby.

AT THE
QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

A CARGO OF LAUGHS & THRILLS!



AT THE
WORLD FINAL SHOWINGS TO-DAY
At 2.30, 5.15, 7.15 & 9.20.

RIN-TIN-TIN in

ACTION
FROM FIRST
TO LAST!



"Tracked by the Police"
with Jason Robards-Tom Santschi
The famous dog star at his best in a thrilling
story of romance and adventure!

AT THE
STAR FINAL SHOWINGS TO-DAY
At 2.30, 5.30 & 9.20.